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STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, September 12, 1874.

Union Pacific Railroad.

The assets of the Union Pacific Railroad Company are as follows:

Notes receivable	\$7,655 66
Cash	225,878 02
Due from United States Treasury Department	515,267 12
Colorado Central Railroad bonds and stock	1,220,411 00
Utah Central Railroad stock	500,000 00
Utah Southern Railroad bonds	412,000 00
Omaha Bridge bonds	5,161 35
Union Pacific stock	8,244 13
Atlantic and Pacific Telegraph stock	2,420,080 00
St. Louis, Council Bluffs, and Omaha bonds	29,711 31
Douglas and Washington County bonds	170,000 00
Due from Central Pacific Railroad	37,170 71
Due from Utah Northern Pacific Railroad	64,311 02
Land agent and sundry accounts ..	5,400 00
Land notes to July 1, 1874	2,675,719 54
11,044,000 acres of land at \$5 per acre	55,220,000 00
Total	\$63,517,099 20

These assets are exclusive of the road, its equipments, and franchise. The land-grant notes, which are a mortgage upon the farms and improvements along the line of the road, have

been increased from \$2,042,606 in January, to \$2,675,719 in July, an increase of \$633,000 since Jan. 1, by the company's purchases. They now stand at a little over \$8,000,000, and at the average price of the last three years the amount of land notes on hand would be sufficient to retire \$3,500,000 more of the bonds. This would leave only \$4,500,000 outstanding, and the sale of another million acres of land would entirely wipe out the land grants. Then the company would have 10,000,000 acres of land upon which the new sinking fund bonds would be a first mortgage. It would require the sale of only 2,500,000 acres to pay off the sinking fund bonds, leaving 7,500,000 acres for the stockholders.

Atlantic and Pacific Railroad.

The following table shows the earnings of the Atlantic and Pacific Railroad and leased lines for July and August, 1874, compared with the same months in 1873:

	July, 1873.	July, 1874.	Increase.
Earnings ..	\$377,825 40	\$387,358 37	
Less exp. ..	260,057 71	249,664 31	
Net	\$117,767 69	\$137,694 06	\$19,926 37
	Aug. 1873.	Aug. 1874.	
Earnings ..	\$438,168 19	\$459,779 41	
Less exp. ..	260,370 90	249,450 17	
Net	\$177,797 29	\$210,329 24	32,531 95
Total		\$52,458 32	

Net earnings for six months to June 30, 1873. \$794,341 56
For same period in 1874. 888,725 79—94,384 23
Increase of net earnings from Jan. 1 to Aug. 31, 1874, over corresponding months in 1873. \$146,842 55

Baltimore and Drum Point Railroad.

Our readers will be pleased to learn that the directors of the Baltimore and Drum Point railroad have entered into contracts with Messrs. McDonald and others for the entire grading and construction of the road. The contractors are gentlemen of large means, who have had great experience in railroad building, having recently constructed the Valley road and other important works under the management of the Baltimore and Ohio railroad. The contracts in the present instance have been carefully prepared by the experienced vice-president of the road, Wm. R. Hut-ton, Esq., and there can be no doubt of faithful execution by the contractors. By discarding the heavy rail used by the great trunk lines, and using lighter rails and rolling stock, a saving of

nearly a fourth of a million of dollars will be made on previous estimates of the cost of the work. We are reliably informed that the commissioners of Anne Arundel county will at their next meeting make the subscription of \$200,000 authorized by the Legislature.—*Calvert County Journal.*

Illinois Central Railroad.

The statement of this Company for the month of August, 1874, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	2,048.11 for \$14,258 79
Acres Interest Fund Lands	
Sold .....	..... for
Acres Free Lands Sold ..	..... for
Total sales during the m'th of August, 1874.	2,048.11 for \$14,258 79
To which add Town Lot Sales .....	..... for
Total of all	2,048.11 for \$14,258 79

Cash collected in August, 1874. \$35,646 48

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois.	In Iowa.	Total.
	707 Miles.	402 Miles.	1,109 Miles.
Freight	\$386,979 00	\$85,302 00	\$472,281 00
Passengers ..	98,242 25	42,784 80	141,027 05
Mails	9,671 66	3,059 33	12,730 99
Other sources	80,328 34	2,440 67	82,769 01

Tot'l Aug. '74. \$575,221 25 \$133,586 80 \$708,808 05
Total actual earnings, Aug., 1873 \$623,187 05 | \$146,560 65 | \$769,747 70 |

The San Jose Railroad.—The Shore Line to be Built.

We some time since stated that Wm. C. Ralston and Wm. Sharon had purchased the Burlingame tract, three miles this side of San Mateo, and that they designed laying out a new town there. The work is now in progress. The first and most important point was to secure much more frequent and rapid communication with the property, and this has finally been arranged. Sharon and Ralston have made an arrangement with the Southern Pacific Railroad Company, by which the trips are to be increased to six daily. Early and late trips will be made, the intention being to have the last train leave the city at 104 or 11 P. M. The line of the Southern Pacific road is to be changed between the city and the Seventeen Mile House. The short line route—across South Beach, the Potrero, and South San Francisco—is to be immediately built; the right of way, where not

already secured in San Mateo County, now being arranged for. The rate of fare will be reduced to a very low figure, and every effort made to make the eastern portion of San Mateo County a suburb of this city. This will be a heavy blow to Oakland, and a great advantage to outside property southward, which has long languished for just such aid as the proposed change will give it. This change will also be of the greatest possible benefit to land contiguous to the railroad line all the way to San Jose. In this matter the railroad company will have placed the public under lasting obligations. This is the most important information bearing on the value of real estate southward, that we have had the pleasure of publishing for five years.—*San Francisco Real Estate Circular.*

Railroads of Ohio.

The survey of the proposed Massillon and Coshocton Railroad has been completed.

Upper Sandusky has subscribed \$40,000 of the \$75,000 necessary to secure the Wheeling and Lake Erie Railway.

Central Railroad and Banking Company of Georgia.

The earnings of the Central Railroad and Branches for the years ending November 30, 1872 and 1873 were as follows:

	1872.	1873.
Up through freights...	\$302,698 12	\$290,932 49
Up way freights.....	230,320 66	221,121 87
Up mail freights.....	12,196 62	9,865 01
Down through freights	437,233 20	523,430 13
Down way freights...	327,784 39	343,599 27
Down mail freights..	8,978 20	8,293 28
Up through passage..	51,800 89	47,553 65
Down through passage	47,292 65	47,994 76
Up way passage.....	94,707 83	91,264 32
Down way passage...	113,348 26	131,879 55
Transp. of mails.....	29,792 88	29,792 88
Net earnings River road	.....	34,389 85

Total, all sources...\$1,656,153 70 \$1,780,116 06

Add earnings from—

Macon and Western, including Thomas-ton Branch	\$706,646 85	\$.....
Central Railroad, Atlanta Division .....	.....	748,995 60
Southwestern R. R.	896,155 86	895,967 95
Upson County R. R. ....	.....	12,340 35

Total earnings.....\$3,258,956 41 \$3,437,419 96

Expenses, viz:

Transportation	\$609,299 04	\$634,858 00
Motive power	590,542 82	710,364 70
Cars	163,028 49	259,845 20
Repairs of road	623,234 27	949,275 33
Stock killed	22,969 65	22,276 35
Incidentals	69,078 01	61,488 55
Repairs of buildings.	35,289 64	51,050 12

\$2,116,441 92 \$2,689,158 25

Earnings less exp...\$1,142,514 49 \$748,261 71

Compared with the year 1872, the gross earnings of all the roads show an increase of \$178,463 55, with an increase in expenditures of \$572,716 33, making a decrease in the net earnings of \$394,252 78. The President in his report for the year 1873, says:

The earnings of your road and Bank, with those of the Southwestern and Upson County Railroads, for the past year, have been \$3,489,398 03, as follows:

Central Railroad, Savannah Division..	\$1,780,116 06
Central Railroad, Atlanta Division..	748,995 60
Central Railroad Bank	51,978 07
Southwestern Railroad	895,967 95
Upson County Railroad	12,340 35

Total for roads and banks\$3,489,398 03

The expenses properly chargeable for the same period have been for Central Railroad, Savannah Division\$1,097,709 84
Central Railroad, Atlanta Division..... 547,473 54
Central Railroad Bank 22,943 30
Southwestern Railroad 624,548 27
Upson County Rail'd. 12,426 60

2,305,101 55

Leaving.....\$1,184,296 48

But in addition to the above expenses there have been payments made that belonged, fairly, to the previous year, with extraordinary payments that have fallen into this year's business, as follows:

Central Railroad, Savannah Division.....	\$194,000 00
Central Railroad, Atlanta Division.....	150,000 00
Southwestern Railroad.	63,000 00

407,000 00

Leaving net.....\$777,296 48

The very great increase in expenses over the previous year is accounted for by the General Superintendent, and your attention is specially called to his detailed statement of items that make up the excess. By the report of the Superintendent of the Atlanta Division, it will be seen that that part of the line has called for very heavy outlays, and yet there is necessity for a considerable amount of iron, to provide for the removal of that which has become so much worn, that it is difficult to keep the track up to the standard of a first class road. The complete reconstruction of all the tracks at Atlanta, with additional grading in order to obtain more room for new tracks, has been attended with considerable expense at that point, but all the improvements that have been made, were absolutely necessary to enable us to conduct the business with economy and dispatch, and it is yet necessary to erect a shelter over a portion of the transfer platform, for the protection of men and goods in inclement weather. It will also be necessary to erect a house at Atlanta for the protection of engines at as early a day as possible, the old house having been blown down by a severe gale on the night of November 16th. The loss by its destruction was but little as the roof was very temporary, and the walls had been so much damaged by fire when Atlanta was destroyed, that they were hardly safe.

The destruction of iron rails has become a very serious matter in the cost of maintaining our road, and from experience thus far it is feared that there is no remedy except by the use of steel. Early in the year the Board had this matter under consideration, and, judging from the trial of a small lot of re-rolled rails which had proved satisfactory, together with a proposition to guarantee the quality equal to the best imported iron, it was determined to obtain our year's supply by re-rolling, with the hope of better results than had been obtained from English rails, but from a recent inspection of those which have been in the track less than six months, it is feared that we shall be greatly disappointed. Your special attention is called to the remarks of the road master, on the Savannah Division, upon this subject, and to statistics furnished by him as to the durability of rails that we have laid during the last few years.

While upon this subject of expenses, it is proper to remark that the Board recognizes fully the necessity for reducing them as far as possible, and to that end instructions have been given to each of the Superintendents, to reduce wherever it is practicable, consistent with keeping up your property, and it is not doubted that the close of another year will show a very much more favorable result.

From the foregoing statement of earnings and expenses, it will readily be seen that the declaration of a dividend is wholly inconsistent with a prudent management of your financial affairs.

This the Board regrets exceedingly, but it is beyond their power to change and it is believed to be sound policy, to place your financial condition beyond doubt rather than yield to the temptation of distributing money which has not been fairly earned.

In the last annual report a brief reference was made to securities held by the company, all of which appear in the balance sheets of the road and bank, but for a more clear understanding as to their exact character, the following detailed statement is given, and for the purpose of showing the entire amount, all investments are included outside of the Road and appurtenances. Large as this amount appears, it is believed that the outlay has been rendered necessary in order to protect the interests of your company.

Real estate, other than railroad and appurtenances—

Vale Royal property, cost \$82,000, improvements \$130,000, pays more than 10 per cent on	\$300,000 00
Macon City property, valued at	122,000 00
Banking House	50,000 00
West Broad street property, not in use of road, (city valuation)	17,200 00
Purse street property, not in use of road, (city valuation)	47,000 00
New street property, not in use of road, (city valuation)	6,000 00
Canal lots property, not in use of road, (city valuation)	8,000 00
Received from Macon and Western Railroad lots in Atlanta, Macon and Pulaski county	47,500 00
	\$597,700 00

Stocks—

4,900 shares Southwestern Railroad..	\$490,000 00
241 shares Eatonton Branch R. R..	24,100 00
770 shares Macon and Western, now Central Railroad	77,000 00
6,715 shares Mobile and Girard Railroad, at 25c	167,875 00
1,555 shares Savannah, Griffin and North Alabama Railroad, at 25c	38,875 00
5,256 shares Western Railroad of Alabama, at 25c	131,400 00
20 shares Baltimore and Savannah steamship	2,000 00
	\$931,250 00

Bonds—

City of Macon	\$202,000 00
Muscogee Railroad	21,500 00
Mobile and Girard Railroad	240,500 00
Savannah, Griffin and North Alabama Railroad	185,000 00
Western Railroad of Alabama	164,500 00
	\$813,506 00

Steamers—

6 steamships	\$600,000 00
4 steamboats	75,000 00
Net profits of ships and boats	120,308 90
	\$795,308 90

Indebtedness of Railroads—

Southwestern Railroad	\$300,000 00
Mobile and Girard Railroad	111,951 49
Savannah, Griffin and North Alabama Railroad	818,570 12
Western Railroad of Alabama	236,709 98
	\$967,231 59

RECAPITULATION.

Real estate	\$597,700 00
Stocks	931,250 00
Bonds	813,500 00
Steamers	795,308 90
Railroads	967,231 59

\$4,104,990 49

Against these securities and investments we have liabilities direct and contingent, as follows:

LIABILITIES.

Direct Liability—	
Central Railroad Bonds due 1875...	\$993,000 00
Macon and Western Railroad Bonds due 1880.....	150,000 00
Southwestern Railroad Bonds due 1876 to 1882	399,000 00
Muscogee Railroad Bonds due 1876, Central, Southwestern and Macon and Western Railroads Bonds due 1893	1,672,000 00
Bonds for steamships.....	300,000 00
	\$3,686,500 00
Liability as Endorser—	
City of Macon Bonds.....	\$80,000 00
Mobile and Girard Railroad Bonds, 1st mortgage, due 1876.....	212,500 00
Mobile and Girard Railroad Bonds, 2d mortgage, due 1889.....	300,000 00
Western Railroad Bonds, with Georgia Railroad and Banking Company—	
1st mortgage, \$600,000, our half...	300,000 00
2d mortgage, \$1,200,000, our half..	600,000 00
	\$1,492,500 00
Total liability.....	\$5,179,000 00

For the purpose of carrying out the union and consolidation of the Macon and Western Railroad Company with the Central Railroad and Banking Company of Georgia, as contemplated by the lease of the road of the former company to the latter, an Act was passed by the General Assembly of Georgia, approved August 24th 1872, prescribing certain terms for the union and consolidation of the two companies, under the name and charter of the Central Railroad and Banking Company of Georgia. In compliance with this Act the two companies were united by the formal action of the Board of Directors of the Central Railroad and Banking Company of Georgia, on the 26th day of November, 1872, and by the Stockholders and Board of Directors of the Macon and Western Railroad Company on the 7th day of January, 1873. The proceedings of both companies were duly certified to the Governor of the State, and are on file in the office of the Secretary of State.

By the report of Wm. R. Garrison, Esq., the company's agent for the management of its steamships, it will be seen that they continue to yield a profit, and the advantage resulting from their ownership by the company cannot be doubted. New York is, and will continue to be, the great commercial centre of the country. This being recognized, and the fact that there are numerous land routes from the South and Southwest, terminating at New York, the question to be settled is whether an all rail or rail and ocean transportation is the cheapest. This contest is upon us, and without the absolute control of ships, it would be quite out of our power to make the issue, which, it is believed, must ultimately be decided in our favor.

The company's steamboats on the Chattahoochee continue useful as outposts, and they are gradually refunding advances that were made while they had to encounter competition. The Southwestern Railroad made these advances, and its return has gone into the accounts of that company, but upon closing their books will inure to your benefit.

It will be seen by the report of Virgil Powers, Esq., Chief Engineer, that the branch to Perry has been completed, and the extension of the Southwestern road to Blakely is finished to Arlington, a point within about 14 miles of Blakely. As soon as it was seen that the very large amount necessary to be expended upon other parts of the line, would call for all the available means of the company, orders were given to stop this extension at Arlington, but it is hoped that more propitious times will return, so as to enable us to carry this extension to Blakely, as originally contemplated. The Cashier's usual balance sheet from the

books of the Bank, with his report, will show the result of operations in this department. The agencies at Macon and Albany have continued to act as valuable auxiliaries in the transaction of our business, but they, as well as the principal office, could be made much more useful, if we had the requisite capital to conduct them upon a scale commensurate with the demands that are made upon us for monied facilities.

The report of the General Superintendent of the Central Railroad will show, in detail, the business of the entire line under control of your company, as well as the condition of the road and its appurtenances under his immediate charge. The condition of the Southwestern Road and the Atlanta Division will be shown by reports of their respective Superintendents. By an examination of these reports it will be seen that we have had a most disastrous year in the way of accidents, and two of the most fatal were caused by gross carelessness on the part of the company's employees. The parties in fault in one of these cases were prosecuted, but upon trial they were acquitted. The public appear to regard a railroad as a person, that must suffer for every wrong act, but that its employees are in no way responsible, however much they may be in fault, forgetting, apparently, that, for the time, the company is represented by the very person who is in fault. Until public sentiment is changed in this particular, it will be vain to expect that care on the part of railroad employees which is necessary for the protection of life and property.

The improvement of the Vale Royal property rendered a connection between it and the city necessary. The City Council was therefore asked to open Canal street over the Savannah, Ogeechee and Altamaha Canal, and thence through its property to Musgrove Creek, the company agreeing to bridge the creek and thus make the shortest possible connection with the business part of the city. This the city declined to do, but agreed to open the street upon condition that the company would construct the bridge and build the road to the company's wharf, the city agreeing to keep up the bridge over the canal and the company to keep up the road from the canal to its wharf.

After mature deliberation the Board agreed to the terms proposed by the City Council, and the work was commenced early in the fall and is now so far completed that it has been brought into use. It will cost \$3,525 00, and while it is believed that the expenditure ought to have been made by the city, I am fully satisfied that it will largely enhance the income from our wharf property.

Messrs. Wadley & Co., who have very extensive saw mills in Emanuel county, being desirous to obtain facilities to ship their lumber from this port without the necessity of draying through the city, proposed to the company the construction of a wharf on its property, specially for the lumber trade, and as an inducement offered to take the company's bonds at par to the extent of the cost of a wharf 500 feet in length and a track to it for the delivery of lumber; also to guarantee the shipment of 4,000,000 feet of lumber, annually for three years over the company's river road and from the wharf to be built, thus giving the road an income of \$2,400 per annum on this improvement, which it was estimated would cost not far from \$12,000. This proposition was accepted by the Board, and it is expected that the work will be completed early in January, at a cost of not much over \$10,000.

The number of locomotives in use is stated at 103, viz: on the Central Railroad, 56; Atlanta division, 16; and Southwestern Railroad, 31. The number of cars is as follows: On the Central Railroad—28 first class and 15 second-class passenger and baggage, 5 mail, passenger and baggage, 19 baggage and package, 3 express, 589 box, 212 platform, 26 stock, 15 coal, 21 conductor's, 4 provision, 2 paymaster's and 2 construction cars;

On the Atlanta Division—10 first class and 3 second-class passenger, 4 baggage and mail, 2 express, 142 box, 41 platform, 6 conductor's, 16 stock, 11 coal and 2 construction cars; and on the Southwestern Railroad—17 first-class and 11 second-class passenger and baggage, 5 baggage and mail, 1 express, 231 box, 181 platform, 8 stock, 11 conductor's and 2 construction cars. The aggregate number of cars of all classes in use on all the roads is therefore 1,595, viz: 55 first-class and 29 second-class passenger, 14 mail and baggage, 19 baggage and package, 6 express, 962 box, 384 platform, 50 stock, 26 coal, 88 conductor's, 2 paymaster's, 4 provision and 6 construction cars. Adding the 133 box cars detailed for "Green Line" service, would make the whole number of cars owned by the company 1,728. The number of passengers carried was 131,404, viz: through, 1,544; way, 115,958. Number of bales of cotton moved, 477,443; pounds of guano, 94,358,025.

BALANCES FROM THE BOOKS OF THE CENTRAL RAILROAD, NOVEMBER 30, 1873.

Railroad and appurtenances.....	\$7,500,000 00
Central Railroad Steamship line...	600,000 00
Real estate.....	167,480 02
Depot lots and right of way in City of Macon.....	122,000 00
Improvements on same.....	94,504 48
Savannah river road.....	98,735 72
Steamboats Julia St. Clair and Baudy Moore.....	56,964 14
Stocks of other companies.....	691,960 00
Bonds of other companies.....	72,500 00
Cash.....	1,078,183 10
Bills receivable.....	20,247 02
United States.....	411 24
Post Office Department.....	4,965 48
Due by treasurers and agents....	191,067 71
Due by other roads.....	607,540 26
Purchasing agent.....	2,925 98
Railroad expenditures.....	2,689,158 25
Rent Southwestern Railroad.....	185,908 00
Rent Macon and Western Railroad.	125 000 00
Rent Augusta and Savannah R. R.	73,000 00
Rent Eatonton Branch Railroad ..	14,000 00
Interest Central Railroad Bonds..	129,027 06
Interest Macon and Western Railroad Bonds.....	20,160 00
	\$14,545,738 41

Capital stock.....	\$7,500,000 00
Bonds of 1852.....	1,000 00
Bonds of 1865.....	993,000 00
Bonds of 1872.....	1,672,000 00
Bonds for steamships.....	300,000 00
Bonds of Macon and Western R.R.	150,000 00
Fare notes Central Railroad.....	286,000 00
Dividends unclaimed.....	32,102 62
Forwarding account.....	27,531 29
Freight accounts, other roads....	33,876 69
Railroad Earnings—	
Central Railroad.....	1,745,727 71
Southwestern Railroad.....	895,967 95
Atlanta Division.....	748,995 60
Upson County Railroad.....	12,340 35
Savannah River Wharf.....	34,388 35
Profit and loss.....	112,207 85
	\$14,545,738 41

President.—WM. M. WADLEY, Savannah.

Directors.—Andrew Low, John R. Wilder, Geo. W. Wylly, Gen. J. F. Gilmer, John Cunningham, A. S. Hartridge, E. C. Anderson, W. B. Johnston, A. J. White, J. F. Bozeman, Moses Taylor, W. R. Garrison.

Gen'l Superintendent.—WM. ROGERS.

Auditor.—B. J. CUBBEDGE.

Treasurer.—H. C. CUNNINGHAM.

Finance and Taxation.

We give below a portion of a letter from ex-Secretary Hugh McCulloch, addressed to gentlemen in Cincinnati. The remainder will be published in our next issue.

PLAINFIELD, N. J., August 17, 1874.

GENTLEMEN—Your kind letter of the 25th ult., was forwarded to me from Fort Wayne after I had left. I regret that other engagements prevent me from accepting your flattering invitation to meet my fellow citizens of Cincinnati, with many of whom I was formerly connected by business and social ties, and to speak to them upon the interesting and what you term "perplexing" subjects of finance and taxation.

I am in no sense a teacher. My opinions upon these subjects are valuable only as the views of one who has given to them some thought, and who has been influenced in his conclusions neither by personal nor political (party) considerations. As, however, you desire an expression of them, and as I now find this cannot be given *vis a voce*, I do not hesitate to express them in this manner.

It will be sufficient for my purpose to consider that you especially refer by "finance" to the currency and by "taxation" to the tariff, although this is but a limited view of the terms. From want of time I shall only be able to express the conclusions I have reached, without undertaking to give the facts or arguments on which they are based.

My opinions on the subject of the currency are well known by those who took the trouble to read my Fort Wayne speech, and my reports as Secretary of the Treasury from 1865 to 1869. The opinions I then expressed, in language as strong and unequivocal as I could command, have neither been changed nor modified. On the contrary they have been confirmed and strengthened by further observation and reflection. I thought it to be the duty of Congress, considering the subject in its moral as well as its financial bearings, to adopt decisive and effective measures to bring about specie payments, and that the time for the adoption of these measures was at the close of the war. I did not think that "the way to prepare to resume specie payment was to resume," but I did think it of vital importance to the best interests of the country that the restoration of the specie standard should be the end and aim of all legislation bearing upon the subject of the currency. My conviction was clear and decided that this could only be effected—within any reasonable time, and before such financial disaster as has recently occurred would overwhelm the country—by retiring so much of the paper currency in circulation as would be necessary to bring up the residue to par. I thought that this could be accomplished without the occurrence of the apprehended disaster to the business of the country, and without affecting in the least the real value of property; that by a curtailment of the amount of inconvertible notes in circulation the purchasing or measuring power of the remainder would be proportionately increased, and that consequently the amount of real money in circulation would not be thereby diminished; that the measuring property by a false standard could not add to its value, nor, by any a true standard reduce it. There was, it seemed to me, but one class in the community, the debtor class, who could be benefited by a depreciated currency, and I was anxious that decided action for relieving the country of such a currency should be taken immediately after the close of the war, when individual indebtedness was less than it had been for many years. It seemed to me, also, that the injury to this class from a reduction, and consequent improvement, of the currency, would be altogether less than was feared by them; that what honest and energetic debtors needed was not legislation to enable them to pay their debts in a depreciated currency, but legislation that would give activity to well directed, not speculative, enterprise, and stability to business; that as, in fact, one debt is, in the course of trade, usually paid by the creation of another, and the general indebtedness

of the people is not ordinarily, from year to year, materially reduced, the debtor class itself was in no serious danger of being injured by the elevation of the standard of values, and that if debtors were to be injured by it, the injury would be small in comparison with that which had been inflicted upon the creditors through the legal tender acts, which compelled them to receive, in satisfaction of existing contracts, a currency of far less value than that which was the only lawful money at the time they were made, and who generally bore their losses without murmuring, as a sacrifice required by the government in its struggles with a gigantic rebellion. At that time, in language which made up by explicitness what it may have lacked in strength, I pointed out the danger and the immoral influences of an inconvertible and depreciated currency. By every argument I could make, and every illustration I could bring to bear upon the subject, I endeavored to prove in each of my reports that a depreciated currency was, and never could be anything else than, a positive, unmistakable injury to the people, morally and financially; that in regard to such a currency there could be no "stand-still-until the country grows-up-to-it" policy; that by wise legislation we should move toward specie payments, or by unwise laws, or by drifting without chart or compass, we should find ourselves upon financial breakers before we were conscious of immediate danger.

In my earliest utterances upon the financial question, in a free talk with my Fort Wayne friends, I remarked "that while I regarded an exclusive metallic currency, among an enterprising and commercial people, an impracticable thing, I regarded an irredeemable paper currency as an evil, which extreme circumstances for a season might render a necessity, but which should never be sustained as a policy; that the legal tender notes were issued as a war measure, and as the war had been brought to a successful termination, measures should be taken for retiring these notes altogether or bringing them up to the specie standard; that I had no faith in prosperity that was based upon depreciated paper money, and that I saw no safe path to tread but that which led to specie payments; that the extremely high prices prevailing in the United States were an unerring indication that we were measuring property by false standard, that the United States was becoming the best country in the world for foreigners to sell in, and the worst to buy in; that the longer inflation continued the more difficult would it be to get it back to the solid ground of specie payments; that if Congress should early in the approaching session (1865-6), authorize the funding of the legal tender notes, and the work of reduction should be commenced and carried on resolutely, but carefully and prudently, we should reach the solid ground without serious embarrassment to legitimate business. If not, we might have a brief period of hollow and seductive prosperity, resulting in widespread bankruptcy and disaster." Such were my sentiments then and such are they now.

The truth is, gentlemen, and the reiteration of it ought not to be necessary, gold and silver are the only standards of value, and as long as we are a part of the great family of nations and are a commercial people we can adopt no inferior standard without being greatly the loser by it. A sound currency is the very life-blood of a commercial people.

None but bankrupt nations, with the exception of the United States, keep in circulation an irredeemable paper currency—a currency which, in their cases tends to produce and perpetuate the poverty it indicates. To the United States such a currency is utterly disreputable, since there is not the slightest necessity for it. That a nation so rich as ours, so grand in its resources, so vast in its productions, a nation which has challenged the admiration of the civilized world by the rapid reduction of its public debt, commencing that reduction at the close of a war the most expensive that has ever been carried on, and actually reducing its indebtedness at the rate of nearly a \$100,000,000 a year, that such a nation should, for so

long a period, maintain a depreciated circulating medium, made lawful money by statute, is, to intelligent foreigners, an inexplicable mystery. The specie standard ought to have been restored before now, and I believe it would have been if that great power in the land, the press, had given the doctrines enunciated from the Treasury Department from 1865 to 1869 the hearty indorsement it has given to similar doctrines when proclaimed by the President in 1874.

If the financial trouble that has come upon us and the consequent prostration of the business in nearly all branches of trade, notwithstanding the plentifulness of currency, shall tend to correct the public sentiment in regard to the nature and offices of money, they will not be entirely without compensation. It required the sacrifice of a great war to uproot slavery; perhaps it required the experience of a great financial disaster to teach the people the danger of discarding the true measure of value, and substituting therefor the uncertain, fluctuating standard of irredeemable legal tender notes. It will be lamentable, indeed, if, instead of having profited by experience—our financial trouble, the result of our financial mistakes—we shall cause a still wider departure from the paths of wisdom and safety. Real money—and the world always has had, and ever will have, plenty of it for legitimate uses—leaves or avoids countries that have an inferior substitute for it, no matter what other standard may be adopted by law or how the fact may be attempted to be disguised, for the value of all property is still regulated by it. The Legal Tender act compels the people of the United States to treat the greenback dollar as if it were a dollar in fact, but, except in payment of debts, it is not one. It has not the purchasing power of one. Its value has been forty-five cents; it is now ninety; a year hence it may be ninety-five, or what it may be no man can tell. It is the paper dollar, not the gold dollar, that fluctuates, and is, therefore, an uncertain and dangerous standard. Can it then be doubted that it is the duty of Congress so to legislate as to make, as soon as practicable, the paper dollar of which it authorizes the issue equal to the gold one?

The question then arises what legislation is required to effect this most desirable result. Our new Secretary is a gentleman of ability, and he belongs to a State in which good financial seed was sown at an early day, as has been proved by her high financial credit and the soundness of her banking institutions. I know not what his views are, but he would not be a true scion of Kentucky stock if he were unsound upon the financial question. If the management of our finances were in his hands I for one should be willing to take him upon trust, not doubting that he would pursue the right course to relieve the country from the burden—for so it is—of an irredeemable currency. But such is not the fact. His hands are tied. Congress is to determine what shall be our financial policy, and this determination may depend on the result of the approaching elections.

As parties now stand the financial question can not be made a strictly party question, nor will it be—as in the better part of the late session it was feared might be the case—a sectional one. It is a question upon which there will be differences of opinion among men of the same party and the same State. That there should be speedy legislation and a definite policy established every one who is not a gambler in business admits and desires. Nothing but further inflation can be worse than uncertainty upon a matter so important to the well being of the country as the currency. It is for these reasons that I now feel at liberty to give my opinion upon the financial legislation that is required. I state my views frankly, not as presenting the only way, but as that which seems to me the most certain and direct path for reaching specie payments. If a wise plan shall be adopted no one will be more pleased than myself.

First—Congress should fix a period, say the 1st of December, 1876—the time is not material if it be not remote—after which United States notes should cease to be a legal tender,

Second—The Secretary of the Treasury should be authorized to retire (by the use of the surplus revenue, and if this should be insufficient, by the sale of bonds) at least \$50,000,000 of United States notes per annum, until all have been retired; and he shall be prohibited from reissuing the notes thus retired under any pretext or circumstances whatever.

Third—In lieu of the United States notes retired an equal amount of bank notes, if they should be required, should be issued to national banks.

Fourth—When the specie standard has been re-established by the repeal of the Legal Tender acts, banking should be made free, and Congress should cease to interfere with the currency except so far as may be necessary to prevent illegal issues and to provide that every dollar in circulation by authority of law shall be secured beyond contingency, as is now the case, by a deposit of United States bonds in the treasury.

It is obvious that as long as United States notes are a legal tender the specie standard will not be restored. These notes should be gradually retired, because until the volume is reduced they will not permanently improve in value, and because, until the banks perceive that the reduction is actually taking place, they will make no effort to supply themselves with coin for the protection of their own circulation. It will be safe to provide for an issue of notes for supplying the place of United States notes as they may be retired, because the bank notes will not be applied for if the business of the country does not require them, and because they ought to be furnished if it does. It is not likely that an issue of bank notes, corresponding to the amount of United States notes withdrawn, will be required, as the value of both kinds of our paper money will be steadily increasing, and specie will be taking the place of paper as a reserve of the banks, and, ultimately, as a circulation among the people. This will be a self-regulating matter. As the United States notes are retired the banks will fortify themselves with coin, so that when the time of coin redemption comes round they will be prepared to meet the calls which may be made upon them, but which cannot be large, as the preparation for this state of things will have brought the business of the country into a healthy condition and there will be little demand for coin for exportation.

Nor will this withdrawal of United States notes preparatory to a return to specie payments, nor the return itself, affect the value of property or disturb business. Some intelligent men, who are anxious to stand again upon solid ground, are apt to speak of the "shrinkage" which must occur before this can be brought about, not reflecting that the real value of property is not affected by the standard by which it is estimated. Property is not dependent for its value upon a fiction. We speak of the price of gold, of its rise and fall, and some of us seem to think that we are richer as it rises and poorer as it falls, while its real value is permanent, except so far as it is affected by the yield of the mines. In spite of the Legal Tender acts it is to day, and it must continue to be, the real measuring standard of property. There is no foundation, therefore, for the apprehension of a shrinkage in the value of property as a consequence of a return to specie payments; nor is there any more foundation for the apprehension that such a change in our financial policy will make money scarcer and times harder. As I have already said, money, whether it be gold or paper, goes where it is wanted.

The advocates in Congress of inflation, or an increase of the currency, were chiefly from the Western States. How truly they reflected the sentiments of that section I cannot say; but I am sure that what is needed in the West is not so much more money as better money, and greater and cheaper means for the transportation of its products to markets. There is no class of men who are so much injured by irredeemable paper money as the agriculturists.

It is the farmer especially who is cheated by fictitious money. It is said, I know, that he pays

his taxes with it and for what he needs to purchase; but is it not true also that it increases his taxes and adds largely to the cost of what he buys? The cotton, sugar and rice of the South and the grain, beef and pork of the West are needed at home and by foreign nations, and these necessities will always command money. The people who have them to dispose of must decide what kind of money it shall be—money in the form of broken promises or gold and silver and convertible bank notes.

I have been for a long time absent from the country, but I am greatly deceived if the demand of the West for more currency does not come chiefly from those who have little or nothing to sell, and who would be consequently injured by a compliance with their demands. There may be at present depression in the price of agricultural products, but this is not owing to scarcity of money, but to a falling off in the demand. Consumption at home is less and the foreign demand is smaller than it has been. Many of our manufacturing factories are idle, and European markets are disturbed by our financial troubles. It is these causes—that are only temporary—and not scarce money which occasions the depression that at present exists. There has never been a time when the products of the West (I can speak advisedly of this section) have failed to bring what they were really worth, according to prices at the home and foreign markets, for want of money to pay for them, and there never will be. I know that these products have commanded at various times extremely low prices, but this was owing to the lack of means of transportation or of a supply superior to the demand. The fact that nine out of ten of those who have been engaged in buying and shipping the products of the West to the seaboard, where prices are usually regulated by the European markets, have failed in business, is an evidence that those products have not been sacrificed or sold at home for less than their value by reason of a scarcity of money. There need, then, be no apprehension on the part of the farmers of the West that they will be injured, or that there would be a scarcity of money, by reason of the withdrawal of the United States notes or a reduction of paper circulation. For every dollar of depreciated currency withdrawn they would have a dollar, in value, at least, of convertible paper or of specie. What is true in regard to farmers is equally true in regard to manufacturers, merchants, and laborers.

My own deliberate opinion is that we shall never have really cheap money, as we can never have reliable money, until the United States notes are stripped of their false character, retired from circulation and their place supplied by specie and perfectly secured convertible bank notes. Specie, then, will cease to flow out of the country, as now it does, but will commence flowing in as soon as we drive out of circulation the notes which have deprived it of its monetary character. The products of our gold and silver mines now leave us because we have no use for them. As the precious metals are not circulating mediums, nor bases for money, they would be a burden if retained.

In regard to a substitution of bank notes for greenbacks, I have only to say that there ought not to be, and there will not long be, two kinds of paper money in circulation. One kind or the other will occupy the field. This I think inevitable. We shall get rid of United States notes, or there will be an irresistible demand for more of them. I advocate the substitution of bank notes for United States notes, because the latter stand in the way of a return to specie. The government lacks the means and machinery to keep in circulation a convertible currency of its own. To maintain such a currency the Treasury Department, or a department to be created for the purpose, would necessarily become a bank of issue. Such a bank would be as unsuited to our institutions as it would be deficient in the power required to give flexibility to its issues, and secure a joint and equal distribution of them throughout the country. For such an experiment we are not

prepared. As long as we have a legal tender paper currency we shall have an incontrovertible currency. I advocate the substitution of bank notes for United States notes also, because I regard it of exceeding importance that the subject of the currency should be withdrawn from politics. Politicians are necessarily agitators. They cannot be otherwise. They need capital, and agitation is their capital. That this capital should not be made by a perpetual interference with what affects every man's interest is an obvious truth. A government currency, therefore, is not what is needed for a circulating medium. No political party should be intrusted with the power of making money—or what is called money—scarce or plentiful at pleasure. Let the United States notes then, be retired. Let the restraints upon bank circulation be removed. Let banking be free, and the business of banking be managed by those who embark in it. Let the circulation of banks, secured by the bonds of the government, be regulated by their ability to redeem, and by the requirements of the country, and we shall have that freedom from political interference, and that flexible, yet stable, because convertible, currency which is needed to stimulate enterprise and secure to labor its proper reward. The loss that the people would sustain in the matter of interest by the withdrawal of the United States notes would not be felt. If this loss should not be made up by the taxes assessed upon the banks and the facilities which they render to business it would be small in comparison with what would be gained by the withdrawal of the currency question from the arena of politics. I am no advocate for banks. If they did not exist, I might regard the creation of them a question of doubtful expediency; but they are so interwoven with our financial interests that they could not be destroyed without a financial revolution. And it must be borne in mind, in considering our banking system, that it is a very different one from that it superseded, inasmuch as it gives to the people a circulation of uniform value and unquestionable solvency. It is undoubtedly the best system now in existence, and it should be sustained until a better one is devised, or until the country is prepared to do without banks altogether.

In what I have said in regard to the United States notes I must not be understood as reflecting upon the financial minister who advocated, or the Congress that authorized, the issue. In regard to the wisdom of this measure there are now, as there were then, differences of opinion; but, admitting that this was not the wisest measure, the advocacy of it ought not to detract from the great merit of Mr. Chase, to whose administration of the Treasury the successful termination of the war is very largely to be attributed. If Mr. Chase lacked financial training and experience, he possessed what was better in the trying circumstances in which he was placed, courage, nerve, faith. Great victories in the field are but seldom won by a strict adherence to the scientific rules of war. Great commanders are seldom found in distinguished military engineers. The same is true in great financial contests, and the struggle for supremacy between the government and the Southern States was as much a contest of dollars as of arms. If the government had broken down financially the rebellion would not have been suppressed. That it did not break down was largely owing to the qualifications of Mr. Chase for the position he held. He undoubtedly made mistakes, but there is cause for wonder that he did not make more. I do not believe there was another man in the Union who would have made less.

The Bay City Lumberman says it is stated that contracts for grading nine miles of the projected railroad from St. Louis, Michigan, to Bay City were let on Friday. Midland is to be left out in the cold, the road crossing the Flint and Pere Marquette Railroad near Freeland's, according to report.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific:													
1867.....	38,169	51,831	60,029	61,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	80,937	81,396	90,481	106,835	164,729	269,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	301,308	391,308	485,048	568,270	656,080	832,657	611,854	600,788	679,642	635,269	467,659	5,670,882
1870.....	413,104	394,176	488,322	638,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	985,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,028	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	862,809	694,015	933,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,022	1,392,125	1,423,875	1,296,812	1,072,760	13,939,969
1874.....	848,558	794,000	867,066	1,132,000	1,360,000	1,380,000	1,268,000	1,301,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1869.....	343,182	315,099	388,727	328,890	345,833	402,854	351,045	498,232	506,623	468,212	397,515	340,861	4,681,563
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,658	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	497,261	540,756	540,756	481,315	352,604	5,156,326
1873.....	347,372	390,397	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,040	5,497,541
Chicago and Northwestern:													
1869.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1871.....	541,005	482,164	499,296	468,368	555,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1872.....	623,506	809,917	823,845	837,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1873.....	696,147	674,664	765,898	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,067	1,211,530	879,900	11,632,739
1874.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1875.....	892,038	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1876.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,250,282	1,306,338	1,037,964	773,494	12,203,405
1877.....	665,423	602,482	774,994	787,641	1,094,101	962,899	861,848	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1878.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1879.....	752,468	765,249	967,255	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	1,019,501	13,816,465
1880.....	903,490	903,021	1,089,986	1,074,725	1,272,293	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1869.....	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,026	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,045	260,169	274,021	249,355	319,012	317,887	339,239	319,673	284,166	3,273,719
1871.....	270,204	273,761	315,149	296,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	330,922	372,974	351,113	378,619	341,104	326,268	401,252	417,328	489,681	399,830	358,745	4,492,625
1873.....	363,921	413,643	448,924	413,448	458,459	411,280	395,506	465,508	460,796	423,893	327,804	322,696	4,887,443
1874.....	363,953	276,099	318,976	524,247	306,778	330,764	327,384	403,175	.....	.....	.....	.....	.....
 Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,965	1,443,272	1,656,416	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,532,994	1,294,076	1,460,174	1,438,513	1,775,324	1,685,961	1,650,023	1,625,243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,968	1,764,821	1,717,538	1,685,584	1,774,570	1,918,247	1,682,421	1,500,023	1,625,129	19,681,781
1874.....	1,462,650	1,273,775	1,418,223	1,565,580	1,687,712	1,677,946	1,443,283	.....	.....	.....	.....	.....	.....
 Illinois Central:													
1869.....	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,580	685,401	681,041	7,817,029
1870.....	659,138	624,693	709,645	568,282	640,975	726,261	696,228	841,363	979,401	914,046	814,413	696,677	8,823,482
1871.....	623,383	661,789	601,236	655,087	684,539	712,647	827,216	899,052	901,235	906,225	811,708	697,751	8,078,958
1872.....	634,744	609,617	653,995	620,223	713,192	718,722	707,992	856,041	890,287	783,184	755,489	688,181	8,041,142
1873.....	637,436	631,627	675,933	659,871	648,956	659,363	609,546	783,255	744,782	851,696	696,475	698,063	8,026,754
1874.....	602,241	597,429	660,759	653,912	635,459	742,600	681,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1875.....	611,491	638,668	567,554	680,921	647,592	678,728	624,191	708,878	.....	.....	.....	.....	.....
 Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,058	282,723	332,555	395,446	387,999	393,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,359	323,538	357,302	349,468	449,418	314,513	223,240	3,666,183
1873.....	150,567	194,756	300,719	352,300	332,764	312,614	323,231	328,189	335,785	392,510	265,217	201,452	.....
 Lake Shore and Michigan Southern:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,947	1,295,369	1,368,948	1,402,697	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,478	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,185	1,735,736	1,694,544	1,680,968	1,685,363	1,451,762	1,582,531	1,776,420	1,742,510	1,755,556	1,546,983	19,134,136
1874.....	1,519,249	1,306,132	1,371,545	1,698,627	.....	.....	.....	.....	.....	.....	.....	.....	.....
 Marietta and Cincinnati:													
1871.....	130,883	126,224	140,740	115,173	119,650	115,115	118,572	137,841	166,191	175,438	172,567	169,820	1,090,714
1872.....	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,841	208,977	207,911	204,194	1,292,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	161,798	150,301	1,128,875
1874.....	171,028	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
 Michigan Central:													
1869.....	384,120	320,636	388,527	411,514	403,646	366,623	329,960	353,569	473,546	490,772	448,419	374,542	4,744,164
1870.....	387,992	329,128	384,431	412,030	409,283	363,187	328,891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871.....	418,756	442,665	486,990	470,703	480,847	427,096	422,015	529,890	623,660	582,802	507,050	404,102	5,940,102
1872.....	411,113	384,058	449,453	485,560	487,282	598,300	402,084	460,101	536,603	641,807	487,603	464,163	6,005,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,004	552,548	6,089,534
 Milwaukee and St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	499,569	7,250,090
1870.....	396,171	382,823	377,571	443,132	730,707	755,737	666,434	661,020	898,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	478,295	6,690,895
1872.....	460,966	387,565	426,223	474,188	580,432	694,769	488,348	565,729	811,961	950,945	702,858	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	629,211	834,241	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124	.....
1874.....	664,400	667,500	576,620	742,050	964,800	586,900	749,200	704,300	.....	.....	.....	.....	.....
 Pacific of Missouri:													
1869.....	194,112	207,302	294,302	278,247	284,275	249,349	184,411	262,515	350,613	329,243	299,708	271,207	3,184,282
1870.....	202,447	260,617	294,874	289,550	283,221	263,328	260						

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS.

Years ending.	Length track equiv. single track.	Horses and mules.	Cars.	Com. Cities.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Value of Shares.		Companies.	Amount outstanding.	Inter. at.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.					
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,590	190,000	50,000		101,301	26,019	8	100	100	Albany:				
Sept. 30, '73	1.04			Albany st. Freight (B'ton). Mass.	48,709	75,000			7,229	884		100	100	1st Mortgage.....	50,000	7	J. & J.	1883
Oct. 31, '73	25.00	440	78	Atlantic Avenue (Bklyn). N. Y.	725,723	680,000	455,800	32,200	200,837	42,314		100	100	Atlantic (Bklyn) Ave.:				
Sept. 30, '73	11.83	344	60	Avenue C (N. Y. City). N. Y.	540,360	500,000	900,000	109,019	230,082	32,540		100	100	1st Mortgage.....	115,000	7	A. & O.	1881
Dec. 31, '73	7.5	697	90	Baltimore City (Balt.). Md.	1,038,465	1,000,000		98,000	257,794	37,897	3	25	25	2d Mortgage.....	100,000	7	A. & O.	1884
Sept. 30, '73	22.01	604	60	Bleecker st. & F.F. (N.Y.C.). N.Y.	1,801,673	900,000	604,000	46,850	8,800	7,789	7.7	100	100	3d Mortgage.....	166,000	7	J. & J.	1885
Sept. 30, '73	4.23			Boston and Chelsea.....Mass.	110,000	110,000						100	100	Avenue C:				
Sept. 30, '73	1.65			Boston & West Roxbury. Mass.	58,133	41,000						100	100	1st Mortgage.....	900,000	7	A. & O.	1896
Sept. 30, '73	13.88	264	60	Broadway (Brooklyn). N. Y.	378,029	200,000	100,000	52,395	180,504	43,404	12	100	100	1st Mortgage.....	604,000	7	J. & J.	1880
Sept. 30, '73	24.25	1098	135	B'way & 7th Av. (N.Y.C.). N.Y.	8,847,159	1,500,000	200,000	200,000	920,158	264,449	6	100	100	Broadway (Brooklyn):				
Sept. 30, '73	7.00		32	Brooklyn, Bath & Coney I.N.Y.	245,048	180,000	80,000	65,908	65,908	30,566		100	100	1st Mortgage.....	100,000	7	J. & D.	1882
Sept. 30, '73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	Broadway and 7th Avenue:				
Sept. 30, '73	18.50	242	60	Brooklyn City & Newtown. N.Y.	513,273	300,000	400,000	32,353	197,186	66,122		100	100	1st Mortgage.....	500,000	7	J. & D.	1884
Sept. 30, '73	19.83	200	50	Brooklyn, Cross-Town. N.Y.	663,517	300,000	300,000	40,765	167,843	27,229		100	100	Brooklyn, Bath & Coney I.:				
Sept. 30, '73	17.14	362	60	Buffalo street.....N.Y.	828,984	100,000	421,119	86,276	324,265	137,407		100	100	1st Mortgage.....	80,000	7	J. & J.	1890
Sept. 30, '73	11.31	142	26	Bushwick (Brooklyn). N. Y.	389,971	300,000	102,000	2,628	44,408			100	100	Brooklyn City:				
Sept. 30, '73	29.19			Cambridge (Boston). Mass.	806,560	800,500	150,000		73,486	73,486	9	100	100	1st Mortgage.....	300,000	7	J. & J.	1883
Sept. 30, '73	1.70	22	4	Central City (Syracuse). N.Y.	29,473	21,130	6,000		20,164	14,094	12	100	100	Brooklyn City & Newtown:				
Sept. 30, '73	24.00	960	128	Cen. P. & E.R. (N.Y.C.). N.Y.	1,948,585	1,667,700	1,200,000	8,857	900,098	342,290		100	100	1st Mortgage.....	400,000	7	J. & D.	1879
Oct. 31, '73	20.00	208	40	Citizens' (Pittsburg). Pa.	270,671	184,000			184,298	78,365	16	50	45	Brooklyn Cross-Town:				
Oct. 31, '73	7.25	240	24	Citizens' (Phila.). Pa.	212,320	192,750		1,000	300,145	95,884	17 1/2	50	19 1/2	1st Mortgage.....	300,000	7	J. & J.	1888
Sept. 30, '73	10.70	960	127	Coney Island (Brooklyn). N.Y.	698,808	369,000	39,924		221,891	51,196		100	100	Buffalo Street:				
Sept. 30, '73	3.50	12	6	Dry Dock, E.B. & B. (N.Y.C.). N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,833	8	100	100	1st Mortgage.....	400,000	7	M. & N.	1893
Sept. 30, '73	1.62	104	24	Dunkirk and Fredonia.....N.Y.	45,609	35,100			4,111	4,111		100	100	Bushwick:				
Oct. 31, '73	1.30			Easton and S. Easton.....Pa.	25,962	29,662			10,946	3,320		100	100	1st Mortgage.....	102,000	7	J. & J.	1880
Sept. 30, '73	9.50	1002	120	Eighth Avenue (N.Y. City). N.Y.	1,683,574	1,000,000	203,000	60,200	798,040	149,584	12	100	100	Cambridge (Boston):				
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,184		100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1881
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Pbg.). Pa.	132,542	66,250	90,000		45,735	9,000		100	100	Central Park, N. & E. River:				
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse). N.Y.	44,766	29,335	10,000	2,150	13,699	1,073		100	100	1st Mortgage.....	550,000	7	F. & A.	1892
Sept. 30, '73	10.26	491	68	42d st. & Gr'd st. F. (N.Y.C.). N.Y.	1,054,679	748,000	236,000	29,301	598,757	293,048	9	100	100	2d Mortgage.....	650,000	7	M. & N.	1890
Oct. 31, '73	17.00	389	60	Frankford & Southwark (Ph.). Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	Coney Island & Brooklyn:				
Sept. 30, '73	4.04	26	8	Genesee & Water St. (Syr.). N.Y.	67,017	42,500	14,200		31,588	19,095		100	100	1st Mortgage.....	307,000	7	J. & J.	1887
Oct. 31, '73	33.75	860	64	Germantown (Phila.). Pa.	562,270	307,545	360,000		405,614	97,884	6	50	31	D. Dock, E. Bdw. & Battery:				
Sept. 30, '73	7.75	182	37	Gr'd st. & Newtown (Bk'n). N.Y.	310,445	170,000	90,000	12,378	107,824	22,993		100	100	1st Mortgage.....	1,000,000	7	J. & D.	1885
Sept. 30, '73	8.00	200	40	Gr'd st. Prosp. P. & Flatb. N.Y.	437,011	200,000	200,000	37,028	80,086	1,016		100	100	Eighth Avenue (N. Y.):				
Oct. 31, '73	7.25	200	40	Green and Coates st. (Phila.). Pa.	244,441	150,000	100,000		180,268		4	25	30	1st Mortgage.....	203,000	7	J. & J.	1890
Oct. 31, '73	2.12	10	4	Harlem, Br. Morris & F'dham. N.Y.	60,550	41,994	12,500	1,604	7,185			100	100	Empire:				
Sept. 30, '73	11.65	140	20	Hart, Br. Morris & F'dham. N.Y.	287,802	29,100	135,000		89,000	18,391	9	50	50	1st Mortgage.....	150,000	7	J. & J.	1890
Oct. 31, '73	11.00	378	60	Hest. Man. & F'mount (Ph.). Pa.	388,466	299,423	100,000	27,000	292,610	71,442		100	100	42d st. & Gr'd st. Ferry (N.Y.):				
Sept. 30, '73	6.25	93	9	Jamaica, Woodh' & Bklyn. N.Y.	100,000	100,000			29,132	1,970		100	100	1st Mortgage.....	235,000	7	A. & O.	1878
Sept. 30, '73	3.25	53	9	Kingsford and Roundout. N.Y.	83,283	75,000			24,792	5,161		100	100	Federal St. & Pleasant Val.:				
Oct. 31, '73	5.01	117	20	Lombard and South st. (Ph.). Pa.	170,402	105,000	62,500		99,104	38,905	10	50	121	1st Mortgage.....	25,000	7	A. & O.	1876
Sept. 30, '73	4.04	60	12	Lynn and Boston.....Mass.	277,581	200,000	50,000	43,697	34,127	2,697		100	100	2d Mortgage.....	50,000	7	J. & J.	1881
Sept. 30, '73	11.62	239	35	Malden and Melrose (B'tn). Mass.	60,246	155,500	75,000		34,127	2,697		100	100	Frankford and Southwark:				
Sept. 30, '73	3.60			Medford & Charleat. (B'tn). Mass.	83,000	50,000	5,000		2,240	519		100	100	1st Mortgage.....	155,500	7	J. & J.	1877
Sept. 30, '73	5.28	1230	204	Merrimac Valley.....Mass.	2,371,609	1,500,000	589,390	589,390	982,854	91,633	3	100	100	2d Mortgage.....	100,000	7	M. & N.	1891
Sept. 30, '73	10.24	285	63	Metropolitan (Boston). Mass.	679,675	400,000	184,500	158,822	223,983	26,112		100	100	Germantown:				
Sept. 30, '73	1.78	4	2	Mohawk and Iliion.....N.Y.	17,500	15,000			34,545	656	4	100	100	1st Mortgage.....	250,000	7	J. & D.	1879
Sept. 30, '73	4.00	220	27	New York Elevated.....N.Y.	1,500,000	754,200			54,545	69,873	10	50	31	2d mortgage.....	100,000	7	J. & D.	1884
Sept. 30, '73	6.10	20	27	Ninth Avenue (N. Y. City). N.Y.	999,109	797,320	207,000	13,648	64,602	3,762		100	100	Grand St. & Newtown:				
Sept. 30, '73	3.21	10	2	Northampton & Wmberg. Mass.	50,000	50,000		6,499	95,704			100	100	1st Mortgage.....	90,000	7	A. & O.	1887
Sept. 30, '73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	200,765	134,500	25,000	45,457	5,832			100	100	Grand St. P. F. & Flatbush:				
Sept. 30, '73	7.74	7	2	North Woburn (Boston). Mass.	35,310	20,800			6,641	670		100	100	1st Mortgage.....	200,000	7	J. & J.	1891
Dec. 31, '73	11.71	191	42	Orange and Newark.....N.Y.	1,038,756	290,300	700,000	123,556	210,171	15,968		100	100	Hari. Br. Morris's & Fordh.:				
Oct. 31, '73	14.40	142	37	Park Avenue (Brooklyn). N.Y.	369,425	200,000	200,000	77,000	126,727	42,908		100	100	1st Mortgage.....	135,000	7	J. & J.	1886
Oct. 31, '73	9.54	40	17	Peoples' street (Scranton). Pa.	140,837	125,000			36,447	13,497	4	50	50	Heston, Mantua & Fairm.:				
Oct. 31, '73	15.00	60	16	Philadelphia City (C. & W.). Pa.	454,397	225,000	200,000	39,397	347,282	118,682	10	20	20	3d Mortgage.....	125,000	7	J. & D.	1880
Oct. 31, '73	6.00	60	16	Philadelphia and Darby.....Pa.	257,000	200,000			1,924	1,879		100	100	Lombard and South st. (Ph.):				
Oct. 31, '73	13.07	116	37	Philadelphia & Gray's Ferry. Pa.	299,127	200,175		6,500	124,472	38,720	10	50	25	1st Mortgage.....	62,500	7	J. & J.	1883
Oct. 31, '73	8.75	100	19	Pbg. Allegheny & Manchest. Pa.	161,752	200,000	48,000		149,066	57,720	10	50	50	Lynn and Boston:				
Oct. 31, '73	6.60	100	19	Pittsburg and Birmingham. Pa.	136,239	120,000	50,000	11,549	71,082	560		100	100	Malden and Melrose:				
Oct. 31, '73	7.50	72	15	Pbg. Oakland & E. Liberty	125,449	130,000	50,000	22,936	42,949	6,359		100	100	1st Mortgage.....	75,000	6	A. & O.	1886
Sept. 30, '73	4.50	42	11	Pittsburg and Ormsby.....	93,487	100,000	40,000		37,238		25	25	25	1st Mortgage sinking fund	99,500	6	J. & J.	1884
Sept. 30, '73	6.00	254	40	Poughkeepsie City.....N.Y.	121,706	72,250	28,000	1,616	21,539	1,801		100	100	2d Mortgage.....	60,000	6	A. & O.	1880
Oct. 31, '73	13.50	120	27	Ridge Avenue (I.).	414,512	336,000	85,000	4,772	244,658	65,485	3	50	28	3d Mortgage.....	25,000	7	M. & N.	1874

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*	13,280,000	J. & J.	July '74 31	Long Island	50	M. & R.	May '73 10	Vermont and Mass	100	A. & O.	Apl. '74 1
Allegheny Valley	2,254,850	J. & J.	July '73 4	Louisv., Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	100	J. & D.	Dec. '73 31
Atlanta and West Point	1,232,300	J. & J.	July '73 4	" pref.	100	J. & J.	Jan. '74 4	Warwick Valley	100	A. & O.	Apl. '72 21
Atlantic and Gulf	3,693,200	J. & J.	July '73 4	Louisville & Nashville	100	F. & A.	Feb. '74 4	West Jersey	100	F. & A.	Feb. '74 4
" guar.	786,470	M. & N.	Nov. '73 31	Louisv., N. Alb. & Ohi.	100	J. & D.	Dec. '70 3	Winchester & Potomac	100	J. & J.	July '74 3
Atlantic and St. Law.*	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence	100	A. & O.	Apl. '74 3	Winchester & Strasburg	100	J. & J.	July '74 3
" new 1870	1,500,000	J. & J.	Sept. '73 2	Lykens Valley	20	F. & A.	Feb. '73 21	Worcester and Nashua	75	J. & J.	July '74 3
Avon, Genesee & Mt. M.*	104,250	A. & O.	Oct. '72 11	Macon and Western	100	J. & J.	July '73 5				
Baltimore and Ohio	13,181,922	M. & N.	May '74 5	Maine Central	100	J. & J.	July '73 5				
Washington Br.	1,600,000	A. & O.	Apl. '74 5	Manchester and Law.	100	M. & N.	May '74 5				
Parkersburg Br. pref.	50	J. & J.	July '74 11	Marietta & Cincinnati	50	J. & J.	Sept. '68 3				
Berkshire	100	J. & J.	July '74 11	" 1st pref.	50	M. & S.	Sept. '68 3				
Blossburg & Corning	250,000	J. & J.	Dec. '72 11	" 2d pref.	50	M. & S.	Sept. '68 3				
Boston and Albany	10,084,100	J. & D.	May '74 5	Massachusetts	25	F. & A.	Feb. '74 3				
Bos., Cin. & Pith.	633,200	J. & D.	May '74 5	Memphis & Charleston	25	J. & D.	Jan. '69 3				
Agricultural Br. guar.	90,000	M. & N.	May '74 2	Michigan Central	100	J. & J.	Jan. '73 4				
Bost., Conn. & Mont.	800,000	M. & N.	May '74 2	Mill Creek & Minehill	50	J. & J.	July '74 5				
Boston and Lowell	2,852,900	J. & J.	July '74 31	Millwaukee and St. Paul	100	J. & J.	Dec. '70 7				
Boston and Maine	6,816,807	M. & N.	May '74 4	M. Hill & Schuyt. Hav.	50	F. & A.	Aug. '74 31				
Boston and Providence	3,950,000	M. & N.	May '74 5	Morris and Essex	50	J. & J.	July '74 31				
Boston and Erie	950,000	F. & A.	Feb. '74 31	Nashua and Lowell	100	M. & N.	May '74 5				
Buffalo, N. Y. and Erie	5,638,000	M. & S.	Sept. '74 5	Naugatuck	100	F. & A.	Aug. '74 31				
Burlington and Mo. Riv.	1,485,900	M. & S.	Sept. '74 5	Nesquehoning Valley	50	M. & S.	Sept. '74 5				
" pref.	1,485,900	J. & J.	July '74 21	Newark and N. York	100	J. & J.	Jan. '74 3				
Camden and Amboy	5,847,800	J. & J.	July '74 21	N. Bedford	100	M. & N.	May '74 4				
Camden and Atlantic	379,200	J. & J.	Nov. '73 31	N. Castle & Beaver Val.	50	J. & J.	Jan. '74 21				
" pref.	752,700	J. & J.	Jan. '72 21	N. Haven & Northamp.	100	J. & J.	Sept. '73 3				
Cape Cod	1,020,330	J. & J.	Dec. '73 3	New Jersey	100	J. & J.	July '74 21				
Cape May and Millville	447,000	J. & D.	Nov. '71 6	New London Northern	100	J. & J.	July '74 4				
Catawissa & Fogelsv.	426,900	J. & J.	Nov. '71 6	N. Y. Cen. & Hudson R.	100	A. & O.	Oct. '74 4				
Catawissa	1,159,600	J. & J.	Nov. '71 6	New York and Harlem	80,000	J. & J.	July '74 4				
Cayuga and Susq.*	2,200,000	M. & N.	May '74 31	" pref.	1,500,000	J. & J.	July '74 4				
Cedar Rapids & Mo. R.	589,110	J. & J.	May '74 31	N. Y., N. H. & Harf.	100	J. & J.	July '74 5				
" pref.	6,850,400	M. & N.	Aug. '74 11	N. Y. Provid. & Boston	100	J. & J.	July '74 3				
Central of Georgia	769,000	F. & A.	Aug. '74 31	Ning. Bridge & Canal	100	J. & J.	July '74 3				
Central of New Jersey	4,666,800	J. & J.	July '73 5	North Carolina	100	J. & J.	Jan. '73 3				
Central Ohio	20,000,000	J. & J.	July '74 21	N. Eastern (N. C.)	100	M. & N.	May '74 4				
" pref.	2,425,000	J. & D.	June '74 3	North Pennsylvania	50	J. & J.	Jan. '74 5				
Central Pacific	400,000	J. & D.	Aug. '74 5	Northern Central	50	M. & N.	Jan. '74 5				
Chemung	54,275,500	J. & J.	Oct. '72 11	Northern N. Hampsh.	100	J. & J.	June '74 4				
Cheshire, preferred	380,000	J. & J.	July '74 2	Northern New Jersey	100	J. & J.	July '74 5				
Chicago and Alton	2,100,000	M. & S.	Sept. '74 5	Norwich & Worcester	100	J. & J.	July '74 5				
" pref.	9,299,900	M. & S.	Sept. '74 5	Ogden & W. Champl.	100	J. & J.	July '74 5				
Chicago, Burl. & Quincy	2,425,400	M. & S.	Sept. '74 5	" pref.	2,000,000	A. & O.	Apl. '74 4				
Chicago, Iowa & Nebraska	19,897,000	J. & J.	Dec. '72 31	Ohio and Mississippi	100	J. & J.	Dec. '72 31				
Chicago & N. Western	3,916,300	J. & J.	July '74 4	Oil Cr. & Allegheny R.	50	J. & J.	Jan. '74 3				
" pref.	14,963,000	J. & J.	July '75 31	Old Colony & Newport	50	J. & J.	July '74 3				
Chicago, R. I. & Pacific	21,434,113	A. & O.	July '75 31	Oswego and Syracuse	100	F. & A.	Feb. '74 1				
Cin. Ham. & Dayton	19,000,000	A. & O.	Apl. '73 4	Pacific of Missouri	100	J. & J.	July '74 3				
Cin. Sand. and Cleve.	2,600,000	A. & O.	Apl. '72 10	Panama	3,635,750	J. & J.	July '74 3				
" pref.	2,980,550	M. & N.	May '74 2	Paterson and Hudson	100	J. & J.	July '74 4				
Clev. Col. Cin. & Ind.	429,400	M. & N.	May '74 2	Paterson and Newark	100	J. & J.	July '74 4				
Cleveland & Mahoning	14,991,275	F. & A.	Aug. '74 4	Paterson and Ramapo	100	J. & J.	Jan. '74 4				
Cleveland & Pittsburg	2,057,589	M. & N.	May '74 31	Pember. & Hightstown	50	J. & J.	Jan. '74 3				
Colum. & Ind. Cen.*	11,236,150	F. & A.	Aug. '74 11	Pennsylvania	50	M. & N.	May '74 5				
Col. Chic. & Ind. Cen.*	13,000,000	M. & S.	June '74 2	Peoria & Bureau Val.	100	F. & A.	Feb. '74 4				
Columbus and Xenia	1,788,800	M. & S.	June '74 2	Philadelphia and Erie	50	J. & J.	July '74 4				
Colum. & Hocking Val.	2,500,000	F. & A.	Feb. '74 5	" pref.	6,004,300	J. & J.	July '74 4				
Concord	1,600,000	M. & N.	May '74 5	Phil. Ger. & Norristown	50	J. & J.	Sept. '74 3				
Concord and Port.	350,000	J. & J.	July '74 21	Philadelphia & Reading	50	J. & J.	July '74 21				
Conn. & Passaic Riv. I	2,100,000	F. & A.	Aug. '74 3	" pref.	1,551,800	J. & J.	July '74 21				
Connecticut River	1,950,000	J. & J.	July '74 5	Phila. and Trenton	100	J. & J.	July '74 4				
Cumberland Valley	1,494,250	A. & O.	Apl. '74 4	Phila. Wil. & Balt.	100	J. & J.	July '74 4				
Danbury and Newfal.	600,000	M. & N.	Nov. '73 5	Pittab. Ft. W. & Ohi.	100	J. & J.	July '74 4				
Delaware	1,230,941	J. & J.	July '74 3	" Special Imp.	2,000,000	J. & J.	July '74 4				
Del., Lackaw. & Westn.	18,585,850	J. & J.	July '74 21	Pittsfield & N. Adams	100	J. & J.	July '74 3				
Detroit & Milwaukee	822,140	J. & J.	Dec. '69 7	Port and Keenebec	100	J. & J.	July '74 3				
" pref.	2,095,000	A. & O.	Apl. '74 3	Yarmouth certificates	100	A. & O.	July '74 3				
Dubuque & Sioux City	500,000	J. & J.	July '74 3	Port, Sauc. & Portsm.	100	J. & J.	Jan. '74 5				
East Pennsylvania	1,809,200	J. & J.	July '74 3	Providence & Worcester	100	J. & J.	July '74 5				
East Mahanoy	392,950	J. & J.	July '74 3	Raleigh and Gaston	100	J. & J.	July '74 6				
Eastern (Mass.)	4,202,600	J. & J.	July '73 3	Rensselaer & Saratoga	100	J. & J.	July '74 4				
Eastern (N. H.)	492,500	J. & J.	July '73 3	Roch. & Genesee Val.	110	J. & J.	July '74 4				
Elmira, Jef. & Canad.	800,000	F. & A.	Feb. '74 21	Rome, Water. and Ogd.	100	J. & J.	July '74 31				
Elmira & Williamsport	500,000	M. & N.	May '74 21	Rutland	2,998,900	J. & J.	July '74 31				
" pref.	500,000	J. & J.	July '74 31	" pref.	2,700,000	J. & J.	July '74 31				
Erie Railway	78,000,000	J. & J.	Oct. '73 1	St. Croix and Penobscot	100	J. & J.	July '72 1				
" pref.	5,539,910	M. & S.	Oct. '73 31	St. L., Alt. & T. Haute	100	J. & J.	July '74 3				
Erie and Pittsburg	1,090,250	J. & J.	July '74 4	" pref.	2,040,000	J. & J.	July '74 3				
Fitchburg	4,000,000	J. & J.	July '74 4	St. Louis and Iron Mt.	100	F. & A.	Feb. '74 3				
Georgia	4,158,000	J. & J.	Apl. '74 4	St. L., Kan. C. & North.	100	J. & J.	July '74 3				
Grand River Val.* guar.	1,000,000	J. & J.	July '74 4	" pref.	12,000,000	J. & J.	July '74 3				
Grand Trunk, (Ca.)	14,387,946	J. & J.	July '74 4	Saratoga and Schenec.	100	A. & O.	Apl. '74 31				
Great Western, (Ca.)	19,237,404	F. & A.	Aug. '70 31	Schenckskill Valley	50	J. & J.	July '74 21				
Hannibal & St. Joseph	4,151,700	M. & N.	May '74 5	Sonabond and Katocti	100	M. & N.	Nov. '70 3				
" pref.	5,078,224	J. & J.	July '74 4	Shamokin V. & Pottsv.	50	F. & A.	Feb. '74 3				
Hanover Branch, (Pa.)	118,850	M. & N.	May '74 5	Shore Line	100	J. & J.	July '74 31				
Harlem Extension	4,000,000	J. & J.	July '74 31	South Carolina (N. J.)	100	J. & J.	Jan. '72 3				
Harrisburg & Lancaster	1,180,000	J. & J.	July '74 31	South Western, (Ga.)	100	F. & A.	Feb. '72 1				
Houstonian, pref.	880,000	J. & J.	July '74 4	Station Island	100	J. & J.	July '67 4				
Huntingdon & Bd Top.	450,750	J. & J.	July '68 31	Stockbridge and Pitts.	100	J. & J.	July '74 21				
" pref.	25,280,510	F. & A.	Aug. '74 4	Stony Brook	100	M. & N.	May '73 3				
Indianapolis, Cin. & Lef.	7,888,497	M. & S.	Sept. '67 4	Summit Branch	50	F. & A.	Feb. '74 3				
Iowa Falls & Sioux City	4,025,000	J. & J.	July '74 2	Sussex (N. J.)	100	J. & J.	Jan. '72 21				
Jefferson, Ind. & Ind.	2,000,000	J. & J.	Jan. '66 5	Syr., Bingham. & N. Y.	100	J. & J.	Dec. '73 3				
Joliet and Chicago	1,500,000	J. & J.	July '74 11	Taunton Branch	100	J. & J.	Jan. '74 5				
Joliet & North Indiana	300,000	F. & A.	Aug. '73 4	Terro Haute & Indiana	100	J. & J.	Aug. '74 5				
Lake Shore & Mich. So.	49,468,500	F. & A.	Feb. '74 5	Tol., Peo. & War. pref.	100	M. & N.	Jan. '71 4				
" (guar.)	533,500	J. & J.	July '74 5	Tol., Wat. & West. pref.	100	M. & N.	May '74 31				
Lawrence	290,200	J. & J.	Jan. '72 3	Troy and Greenbush	100	J. & J.	Dec. '71 31				
Leeds and Farmington	600,000	M. & N.	May '72 5	Union and Black River	100	J. & J.	Dec. '71 3				
Lehigh & Susquehanna	8,739,800	J. & J.	July '74 21	Vermont and Canada	100	J. & J.	Dec. '72 3				
Lehigh Valley	21,016,850	J. & J.	July '74 21								
Lit de Miami	5,871,450	J. & J.	Apl. '74 2								
Little Schuylkill	2,848,100	J. & J.	July '74 31								

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Sept. 1, 1874.											
Loan of June 14, 1868.....registered	\$260,000	6	Jan. & July.	1874	117 1/2	Maine—(\$7,138,400):	222,000	6	Various.	74-78	100
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	117 1/2	.. Civil Loan Bonds, 1866-'61.....	3,832,500	6	Various.	80-89	100
.. .. coupon	4,632,000	6	..	1880	118 1/2	.. War and Bounty Bonds, 1863 and '64..	3,083,900	6	April & Oct.	1889	100
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	117 1/2	Maryland—(\$10,741,215):	5,709,639	5	J. A. J. & O.	1890	80
Loan of July 17, and Aug. 5, 1861.....registered	125,806,750	6	Jan. & July.	1881	117 1/2	.. Bonds to R. R. and Canals.....	828,222	6	..	1890	100
.. .. coupon	63,514,600	6	..	1881	118 1/2	.. Bonds to R. R. and Canals.....	269,000	6	..	1890	100
Loan of Feb. 25, 1862 (5-20s).....registered	16,572,000	6	May & Nov.	1882	112 1/2	.. Bonds to Balt. & Susq. R. R.....	3,072,083	6	Jan. & July.	1883	107
.. .. coupon	180,687,190	6	..	1882	112 1/2	.. Defense and Bounty Bonds.....	799,066	6	..	85-87	100
Loan of March 3, 1863.....registered	53,636,700	6	Jan. & July.	1881	117 1/2	.. State Loans, 1870 and 1872.....	750,000	5	Various.	74-80	100
.. .. coupon	21,363,900	6	..	1881	118 1/2	Massachusetts—(\$28,477,804):	2,758,000	6	Jan. & July.	74-76	109 1/2
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	114 1/2	.. State (public works) scrip.....	600,000	5	..	1883	100
Loan of June 30, 1864 (5-20s).....registered	25,027,250	6	..	1884	114 1/2	.. Union Fund Loan, 1861.....	888,000	5	..	1883	100
.. .. coupon	33,018,950	6	..	1884	115 1/2	.. Union Fund Loan, 1862.....	8,578,244	5	May & Nov.	83-94	101 1/2
Loan of March 3, 1865 (5-20s).....registered	33,732,500	6	May & Nov.	1885	116 1/2	.. Coast Defense Loan, 1863.....	999,944	5	Mar. & Sept.	1888	100
.. .. coupon	118,802,150	6	..	1885	116 1/2	.. Bounty Loan Bonds, 1863 and 1864....	10,305,582	5	April & Oct.	88-93	100
.. .. 2d series (5-20s).....registered	56,943,700	6	Jan. & July.	1885	116 1/2	.. War Loan (currency).....	400,000	6	Jan. & July.	1877	100
.. .. 3d series (5-20s).....registered	145,719,400	6	..	1885	116 1/2	.. Railroad and Tunnel Bonds.....	3,599,024	5	..	1900	100
.. .. 4th series (5-20s).....registered	87,891,250	6	Jan. & July.	1887	117 1/2	.. Norwich and Worcester R. R. Bonds..	250,000	7	Jan. & July.	77-79	100
.. .. coupon	222,731,500	6	..	1887	117 1/2	.. B. H. & Erie R. R. Bonds.....	439,000	6	Jan. & July.	82-90	100
Loan of March 3, 1864, (10-40s).....registered	141,229,350	5	Mar. & Sept.	1888	116 1/2	Minnesota—(\$250,000):	2,727,000	6	..	87-88	93 1/2
.. .. coupon	53,337,950	5	..	1888	117 1/2	.. State Buildings Loan 1867 and 1869....	12,501,000	6	..	74-86	93 1/2
Consols of July 14, '70 & Jan. 20, '71.....registered	179,302,900	5	F. M. A. & N.	1904	111 1/2	Missouri—(\$18,747,000):	1,589,000	7	..	76-91	99 1/2
.. .. coupon	126,895,000	4 1/2	F. M. A. & N.	1881	112 1/2	.. State Bonds, proper, 1865-'68.....	1,301,000	6	..	var.	100
Consols registered	..	4 1/2	F. M. A. & N.	1886	112 1/2	.. State (funding) Bonds, 1867-'68.....	614,000	6	Jan. & July.	89-97	100
Consols coupon	..	4	F. M. A. & N.	1901	101	.. Railroad Loan Bonds, 1854-'65.....	600,000	6	Mar. & Sept.	84-89	101
Debt matured and without interest.....(var.)	515,705,573	3	..	Due.	..	.. Railroad Bonds, guaranteed 1856-'66..	494,500	6	April & Oct.	73-74	100
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	..	Irred.	..	New Hampshire—(\$3,914,166):	561,500	5	J. A. J. & O.	pleas.	100
Certificates of Indebtedness 1870.....(cur.)	678,000	4	..	..	..	.. War Loan Bonds, of 1861.....	900,000	5	..	1875	100
Pacific R. R. Bonds.....(currency)	64,623,512	4	Jan. & July.	95-99	117 1/2	.. War Loan Bonds, of 1864.....	800,000	5	..	1878	100
United States Notes.....	382,076,697	..	..	..	..	New Jersey—(\$2,696,300):	848,107	5	..	pleas.	100
Fractional Currency.....	45,797,675	..	..	..	..	.. War Loan Bonds, 1861-'64, tax free....	1,159,781	5	..	pleas.	100
State Securities, latest dates.											
Alabama—(\$11,268,836):	..	5	May & Nov.	86-92	..	New York—(\$36,530,400):	1,109,426	5	J. A. J. & O.	pleas.	100
.. Bonds (old and extended), 1866 and '72..	3,230,800	6	Jan. & July.	86-93	..	.. State Stock of 1827 and 1832.....	111,200	4	..	1874	100
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	90-91	..	.. State (Deficiency) Stock of 1833.....	10,135,260	6	..	74-77	100
.. State Bonds for Railroads.....	2,300,200	8	..	90-91	..	.. State (Deficiency) Stock of 1838.....	19,861,000	7	Jan. & July.	1877	107 1/2
.. Railroad endorsements.....	16,386,000	8	..	90-91	..	.. State (Deficiency) Stock of 1838.....	1,200,000	7	..	1877	107 1/2
Arkansas—(\$5,085,000):	..	6	Jan. & July.	99-00	..	.. State (Deficiency) Stock of 1838.....	4,738,800	6	Jan. & July.	72-92	10
.. Funded Bonds, (\$4,400,000) 1869 and 70..	2,850,000	7	..	1891	..	.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	72-92	100
.. Levee Bonds, 1871.....	2,200,000	7	..	1892	..	.. Old or Ante-War Debt.....	3,009,045	6	Jan. & July.	92-98	100
.. Deficiency Bonds, 1872.....	300,000	7	..	1892	..	.. Bonds issued since the war.....	1,859,000	6	April & Oct.	92-98	100
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	99-00	..	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	78-90	14 1/2
California—(\$3,796,500):	..	7	Jan. & July.	77-80	..	.. Bonds issued for funding.....	1,721,400	6	April & Oct.	78-90	100
.. Civil Bonds 1857 and '60.....	1,689,000	7	..	83-85	..	.. Special Tax Bonds.....	11,407,000	6	..	95-99	100
.. Relief Fund Bonds, 1863.....	110,000	7	..	91-92	..	Ohio—(\$8,211,062):	147,180	6	Jan. & July.	1870	100
.. State Capitol Bonds, 1871 and '7.....	500,000	6	..	1893	..	.. Loan of 1860, sinking fund.....	1,959,900	6	..	1875	100
.. Funded Debt of 1873.....	1,497,500	6	..	1893	..	.. Loan of 1860, sinking fund.....	4,074,817	6	..	1881	100
Connecticut—(\$5,095,900):	..	6	Jan. & July.	1881	102 1/2	.. Loan of 1860, sinking fund.....	2,400,000	6	..	1886	100
.. War Loan, (10-30 yrs) of July 1, 1861....	532,800	6	..	83-84	..	Oregon—(\$290,477):	90,477	7	Jan. & July.	74-84	100
.. War Loan, (20 yrs) of Jan. 1863 and '64..	2,232,500	6	..	1885	..	.. Bounty and Relief Bonds.....	200,000	7	..	1890	100
.. War Loan, (10-30 yrs) of Oct. 1, 1864....	589,500	6	April & Oct.	1894	..	.. Willamette Canal Bonds.....	400,000	6	April & Oct.	1879	100
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	..	1885	..	.. Inclined Plane Loan, of 1849.....	483,000	5	Jan. & July.	1882	100
Delaware—(\$1,231,000):	..	6	Jan. & July.	1885	..	.. Loan of April 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	100
.. State War Debt.....	879,000	6	..	1885	..	.. Loan of April 1853, coupon.....	238,000	5	..	1878	100
.. Railroad Aid (J. and Breakwater R. R.)..	352,000	6	..	1885	..	.. Loan of April 1861, registered.....	35,000	6	..	1878	100
District of Columbia—(\$1,790,000):	..	6	Jan. & July.	1902	..	.. Loan of Feb. 1867, reg. and coup.....	907,200	6	..	74-82	100
.. Improvement (gold) bonds.....	4,000,000	7	..	1902	..	.. Loan of Feb. 1867, reg. and coup.....	18,798,950	6	..	74-82	100
.. Improvement (cur.) bonds.....	790,000	7	..	1903	..	.. Chambersburg certificates, registered..	83,032	6	June & Dec.	1876	100
Florida—(\$6,645,763):	..	7	Jan. & July.	var.	..	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	100
.. Bonds of 1871, and 1873.....	957,000	8	..	1890	..	Rhode Island—(\$2,638,500):	1,019,000	6	Mar. & Sept.	1882	100
.. Railroad Loan (gold) of 1870.....	4,000,000	8	..	1890	..	.. War Bonds of 1863.....	205,000	6	April & Oct.	1883	100
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	..	1903	..	.. .. of 1863.....	688,000	6	Jan. & July.	1893	100
Georgia—(\$14,871,084):	..	6	May & Nov.	1874	79	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894	100
.. Bonds for Western & Atlantic R. R.....	784,700	7	..	1874	..	South Carolina—(\$20,650,236):	953,488	6	Jan. & July.	pleas.	100
.. Bonds for Western & Atlantic R. R.....	172,500	7	..	1874	..	.. State House, Stock and Bonds '56-'63..	805,344	6	J. A. J. & O.	1870	100
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	78-80	..	.. Fire Loan Stock of 1838.....	143,114	6	Jan. & July.	77-90	100
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	90	.. Funding Stocks 1866 and 1869.....	481,944	5	..	1868	100
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	..	.. Fire Loan Bonds of 1838.....	298,000	6	..	71-86	100
.. Bonds of Feb. 19, 1873.....	1,200,000	8	..	75-86	..	.. New State House Bonds 1853-'60.....	986,000	6	..	74-78	100
.. Railroad endorsements.....	7,923,000	var	Various.	var.	..	.. Blue Ridge R. R. Bonds 1854.....	980,000	6	..	87-97	100
Illinois—(\$2,060,150):	..	6	Jan. & July.	1878	..	.. Funding Bonds, 1868.....	1,681,000	6	April & Oct.	1888	100
.. New Internal Improvement Bonds, 1847....	902,445	6	..	77-78	..	.. .. 1869.....	1,139,400	6	Jan. & July.	1888	100
.. Refunded Stock Bonds, 1859.....	320,000	6	..	1880	..	.. .. 1869.....	2,630,000	7	..	1888	100
.. War Loan Bonds, 1861.....	367,000	6	..	1881	..	.. Conversion Bonds 1869.....	7,066,500	6	..	1888	100
.. Chicago Relief Bonds 1871.....	250,000	6	..	1881	..	.. .. 1870.....	343,000	6	April & Oct.	1889	100
Indiana—(\$4,468,515):	..	6	May & Nov.	1866	..	.. Railroad Aid Bonds.....	4,797,003	6	Various.	69-86	100
.. War Loan Bonds, of 1863.....	139,000	6	Jan. & July.	83-84	..	Tennessee—(\$20,966,352):	15,767,922	6	Jan. & July.	92-96	77
.. Temporary Loan Bonds, 1873.....	710,000	7	..	75-76	..	.. Railroad, &c. Bonds.....	4,819,544	6	April & Oct.	69-96	100
Iowa—(\$543,056):	..	7	Jan. & July.	..	..	.. State Bonds (direct).....	2,197,000	6	Jan. & July.	1900	100
.. War and Defense Fund Bonds, 1861....	300,000	6	..	..	..	.. State Endorsements.....	4,598,035	6	..	1914	75 1/2
Kansas—(\$											

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Gatax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	85
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	105	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	100	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92 1/2	1st Mortgage coin or atg skg f'd.....	20,000pm	7	May & Nov.	N. Y. & Lond.	1899	56
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	98
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	8	Jan. & July.	" "	1875	98 1/2
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	...
General Mortgage.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	89	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97 1/2
Special Mortgage to Penn.....	3,500,000	5	" "	Harrisburg.	...	87 1/2	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98 1/2
Androscoogin:							Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	...
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,567,971	8	Jan. & July.	Boston.	1894	98 1/2
1st Mortgage.....	8,000pm	8	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1894	80
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	43 1/2	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R. R. & lands) S. & G. gold	8,000,000	7	Jan. & July.	New York.	1891	85
1st Mortgage (gold).....	15,000pm	7	Jan. & July.	Boston.	1890	59 1/2	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7	April & Oct.	" "	1902	...	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	64	1st Mortgage, gold.....	3,500,000	7	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7	Jan. & July.	London.	1902	...	1st Mortgage, sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7	March & Sept.	" "	1902	...	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7	May & Nov.	" "	1902	...	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	100 1/2
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	3,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	90
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000..	...	7	" "	New York.	...	...
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort. (skg f'd) for \$9,000,000	8,700,000	7	Jan. & July.	N. Y. L. & F.	1906	55
1st Mort. (gold) for \$5,000,000..	...	7	Jan. & July.	New York.	1901	...	Carthage & Burlington (C. B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	...
1st Mortgage for \$15,000,000..	...	7	Jan. & July.	New York.	1901	...	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	100
Atlantic and Pacific:							Chattel Mortgage.....	168,350	6	" "	" "	'80-'89	61
Land Mortgage gold bonds.....	3,000,000	6	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1853..	484,000	6	May & Nov.	London.	1878	...	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1864..	1,499,966	6	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	77
3d Mortgage (sterling) of 1871..	712,932	6	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	83
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	...	1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	87 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	...	1st Mortgage 3d Div. \$16,000 p. m.	2,382,000	7	May & Nov.	" "	1913	56 1/2
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1865-'75.....	857,250	6	Jan. & July.	Baltimore.	1875	101	1st Mort. (Atch. & Pike's Peak)...	1,600,000	6	May & Nov.	New York.	1895	....
Loan of 1865-'80.....	579,500	6	" "	" "	1880	100	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1865-'88.....	1,710,500	6	April & Oct.	" "	1885	102	Central of Georgia:						
Loan of 1865-'90 (Balt.) skg f'd..	3,461,146	6	Jan. & July.	" "	1890	...	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	...
Loan of 1870-'96 (skg.) skg fund.	3,620,320	6	March & Sept.	London.	1895	...	Central of Iowa:						
Loan of 1872-1902 (skg.) S. F.	9,498,016	6	" "	" "	1902	...	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7	Jan. & July.	New York.	1899	46
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	92	2d Mortgage, gold, \$4,000 p. m.	512,000	7	April & Oct.	" "	1901	...
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (tunnel) gold guar.....	1,500,000	6	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	120
1st Mortgage (R. R.) gold guar.....	3,500,000	6	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	3,612,700	7	" "	" "	1902	102 1/2
Bangor and Piscataquis:							New Mortgage for \$5,000,000..	5,000,000	7	Feb. & Aug.	" "	1890	105 1/2
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Bangor.	1899	....	Loan of Lehigh & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	...
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90
1st Mort. guar. by F. & F. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6	Jan. & July.	New York.	'95-'99	90 1/2
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	100
Belfast and Moosehead Lake:							State Aid B'ds (Int. by State) gold	1,500,000	7	" "	" "	1885	99 1/2
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6	" "	" "	1899	...
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	7,068,000	6	" "	" "	'88-'92	...
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	99 1/2	1st Mort. (S. Fr., Okla. & Ala.)..	500,000	5	" "	San Francisco	1890	...
Beloit and Madison (C. & N. W.):							1st Mort. (San Joaquin V. D.) gold	6,050,000	6	April & Oct.	New York.	1900	...
1st Mortgage.....	833,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,183,000	6	" "	" "	1900	...
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	96	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	...
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	86 1/2	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	83	Charlotte, Columbia & Augusta:						
Blue Ridge (B. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1896	....
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Chartiers:						
Boston and Albany:							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105 1/2	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871..	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884</								

THE AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$500,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77 '87	70
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	6 1/2
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100	1st Mort. (San. Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76 1/2
2d Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	105	1st Mort. (San. City and Ind.)..	860,000	7	March & Sept.	" "	1877	89 1/2
1st Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98	Cincinnati and Springfield:						
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$5,000,000	5,000,000	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	111	Cincinnati, Wabash and Mich.:						
Trust Mortgage skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	16,000	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold.	941,000	4 1/2	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	103
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	97	1st Mort. (C., U. and C. R. R.)..	272,000	7	June & Dec.	" "	'78 '84	76 1/2
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1896	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.)						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	98 1/2	1st Mortgage 1883.....	650,000	7	Feb. & Aug.	New York.	1873	..
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	98	3d Mortgage (sinking fund) 1886	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	98 1/2	1st Mort. (Branch) 1883.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	99 1/2	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	98	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	99	Cleveland and Pittsburgh (Pa. Co.):						
Chicago, Cincinnati and Louisv.:							2d (now 1st) Mortgage guar.....	700,500	7	March & Sept.	" "	1873	102 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	10 1/2
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	90
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	98
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	..
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	41	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund.....	16,344,750	7	April & Oct.	New York.	1908	72 1/2
1st Mortgage for \$19,000 p. m.	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund.....	3,679,900	7	Feb. & Aug.	" "	1909	25
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	92 1/2	1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hocking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	602,000	7	Jan. & July.	Boston.	1880	93 1/2	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
2d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Columbus and Xenia:						
Funded coupons (193 m.).....	760,000	7	May & Nov.	" "	1883	98	1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1886	98	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	89	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96
Green Bay Ext. (26 m. & 76,000 ac.)	284,000	7	" "	" "	1885	89	Notes payable, conv. at par.....	594,000	7	" "	" "	1876	97 1/2
Equipmt (Engs. & Cars \$406,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
1st Mort. (Gal. & Chic. 248 m.)...	1,775,000	7	Feb. & Aug.	" "	1882	100 1/2	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)...	938,000	7	May & Nov.	" "	1875	99 1/2	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	129,503	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	331,000	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N. W. R'y)	3,108,000	7	F. M. A. & N.	" "	1915	88	1st Mortgage for \$2,500,000.....	2,500,000	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,834,000	7*	June & Dec.	" "	1902	77 1/2	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	5,150,000	7*	May & Nov.	" "	1911	....	1st Mort. A.B.C.D. & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	88 1/2
1st Mort. (Memorine Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.	9,500	7	June & Dec.	" "	1898	....	1st Mortgage gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chic. & Mil. R.V.) guar.	1,141,000	7	Jan. & July.	" "	1898	92 1/2	Cumberl'd & Penn. (Consol. Coal):						
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....	1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
Chicago & Northern Pac. Air-L.							2d Mortgage sinking fund.....	709,000	7	May & Nov.	" "	1888	....
1st Mort. (skg f'd gold \$25,000 p.m.)	.....	7*	June & Dec.	New York.	1902	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Sept. 1, '99, \$18,000 p.m.	1,350,000	8	May & Nov.	New York.	1889	39	2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mort. of Nov. 1, '71, \$18,000 p.m.	.....	8	March & Sept.	" "	1891	....	Plain bonds.....	81,800	6	Jan. & July.	" "	1884	....
Chicago, Omaha and St. Joseph:							Danbury and Norwalk:						
1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.	1901	....	1st Mortgage of July 1, 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1870.....	200,000	7	" "	" "	1890	....
1st Mortgage \$25,000 p. m. gold.	.....	7*	" "	Boston.	1901	....	Danv. Hazleton & Wilkesbarre:						
Chi., Pekin & Southern (C.B. & Q.):							1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	88
1st Mortgage for \$10,000 per mile	.....	8	Feb. & Aug.	New York.	1901	100	Davenport and St. Paul:						
Chicago, Rock Island and Pacific:							1st Mort. gold skg f'd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	Dayton and Michigan (C.H. & D.):						
1st Mort. skg fund (C. R.I. & Pac.)	8,800,000	7	" "	" "	1896	104 1/2	1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
Chi. & Southwestern (C. R.I. & Pac.)							2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
1st Mortgage gold, Aitchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Chicago & Wisconsin Midland:							Dayton and Union:						
1st Mort. g'd skg f'd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
Chicago and Superior:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	Income Bonds.....	252,445	6	" "	" "	1879
1st M. (Chi. & Sup.) g'd \$5,000,000	7*	Jan. & July.</										

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,170,000	8	Jan. & July.	New York.	1891	...	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	90
Detroit, Hilldale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	99
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	...
1st Mortgage, (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage (").....	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta	'72-'86	...
2d Funded Coup. (").....	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R. R. sig. bonds	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R. R. bonds....	250,000	7	"	New York.	1878	...	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	...
Detr. & Pontiac R. R. bonds....	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.S. & M.S.)							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	97	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	94	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.)						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	97
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees...	600,000	8	March & Sept.	"	1879	95
Dunkirk, Warren and Pittsburg:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	...	...
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,838,335.	14,191,675	5*	Jan. & July.	"	...	...
1st Mort. end \$18,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	...	2d Preference Bonds \$1,686,765.	8,428,825	4*	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debenture \$3,111,500	15,557,500	.....	.....	Ottawa.	...	...
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.....	35,000	8	"	"	1873	...	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds....	1,384,117	4	"	"	'72-'73	...
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	103	Common (") Bonds....	2,993,973	6	May & Nov.	"	'73-'76	...
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds....	2,602,087	6	April & Oct.	"	'77-'78	...
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	...	Common (") Bonds....	4,867	5	"	"	1881	...
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	...
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	60
1st Mort., stk fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	86	1st Mortgage not guaranteed....	376,769	7	"	"	'81-'86	...
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	583,000	6*	Jan. & July.	London.	1872	...	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	...
Loan of 1864-'74.....	760,000	6	Feb. & Aug.	Boston.	1874	99	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94	1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	...	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	80
Loan of 1869-'89.....	1,000,000	8	May & Nov.	"	1889	90	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	...
Loan of 1872-'82.....	1,500,000	7	March & Sept.	"	1882	93	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free....	1,000,000	7	May & Nov.	New York.	1890	75
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1889	...	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	...
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	92
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	92
Elmira and Williamsport (N.Cen.):							Six years' mortgage bonds (222m)	53,000	10	"	"	1872	...
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Five years' notes (277 m.)....	139,308	8	Various.	"	1874	...
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	53	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	73
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	...
1st Mortgage.....	2,455,000	7	May & Nov.	New York.	1897	102	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	99
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	100	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	...
3d Mortgage.....	4,582,000	7	"	"	1883	97	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	...
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	100	Harlem Extension:						
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	93	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	"	1891	...	Harrisburg & Lancaster:						
Sterling Loan (\$1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	100
Consol Mort. for \$30,000,000 g'd	12,076,000	7	"	NY & London.	1920	...	Hartford and New Haven:						
Convertible bonds.....	8,000,000	7	"	.....	...	...	1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	...
Erie and Louisville:							Hartford, Providence and Fishkill:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	...	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...
Erie and Pittsburg (Penn.):							1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	"	Hartford.	1876	...
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	...	Holly, Wayne & Monroe (F&PM):						
2d Mortgage.....	115,200	7	March & Sept.	"	1890	...	1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York.	1901	...
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	Holyoke and Westfield:						
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	...	1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...
European & N. American (Mfr.):							Housatonic:						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bos.	1877	...
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	...
Evansville and Crawfordsville:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	...
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	Houston and Texas Central:						
1st Mortgage.....	180,000	7	March & Sept.	"	1889	...	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
1st Mort. (Rockville Extension)...	180,000	7	Feb. & Aug.	"	1881	...	Hudson River (N.Y. Cen. & H.R.):						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104
Evansville, Terre Haute & Chi.:							3d Mortgage.....	180,000	7	May & Nov.	"	1875	104
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	...	Hudson Connecting (NY & OMid):						
Fall River, Warren & Providence:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	...	Huntingdon and Broad Top Mt.:						
Flint and Pere Marquette:							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1890	...	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	96
" 2d series (92,748 a.).....	221,000	7	Jan. & July.	"	1887	...	3d Mortgage (Consol).....	1,261,000	7	April & Oct.	"	1895	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

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Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
90	Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
	1st Mortgage (Ind. & Cin.) of 1868	\$1,589,500	7	April & Oct.	New York.	1888		Sinking Fund Oct. 1, 1869.	\$1,000,000	7	April & Oct.	New York.	1879	
	1st Mortgage (L. C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897		Consol. registered July 1, 1870.	4,250,000	7	J. A. J. & O.	"	1890	97 1/2
	1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899		Consol. coupon July 1, 1870.	1,209,000	7	Jan. & July.	"	1890	97
101 1/4	Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.	5,205,000	7	April & Oct.	"	1882	
99 1/4	1st Mortgage.		7	Jan. & July.	New York.	1916		Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	"	"	1899	98
	1st Mortgage.	2,000,000	7	March & Sept.	"	1916		Sunbury July 1, 1854.	500,000	7	Jan. & July.	"	1874	
	1st Mortgage.		7	April & Oct.	"	1916		Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1880	99
	2d Mortgage.	1,000,000	7	"	"	1900		3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	96
86	Equipment Mortgage.	500,000	8	Jan. & July.	"	1881		Skgs Fund July 1, 1855 C. & Tol.	1,695,000	7	Jan. & July.	"	1885	102
	Iowa Eastern:							Mort. April 1, 1865	860,000	7	April & Oct.	"	1886	97 1/2
	1st Mortgage gold.	14,000pm	7*	Feb. & Aug.	New York.	1902		1st Mort. May 1, 1855 M.S. & N.I.	5,256,000	7	May & Nov.	"	1885	103 1/2
	Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1857	2,692,000	7	"	"	1877	99 1/2
	1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	81 1/2	Mort. Nov. 1, 1858 Buff. & Erie.		7	May & Nov.	"	1873	
	Iowa Midland (C. & N. W.):							Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
	1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	85	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	
	Ironton (Penn.):							Mort. April 1, 1863	3,000,000	7	April & Oct.	"	1898	99
	1st Mortgage.	100,000	7	May & Nov.	Philadelphia.	1875		1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97 1/2
97	Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	90
95 1/2	1st Mortgage gold, skg fund.	600,000	7*	Jan. & July.	New York.	1890	87	1st Mort. Oct. 1, 1867 (Sch. & Th.L.)	100,000	8	"	"	1887	
	Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (K. & Sch.)	100,000	8	"	"	1887	
	1st Mortgage.	1,495,000	8	Jan. & July.	New York.	1886	96 1/2	1st M. July 1, '68 (K. & L. & Gr.R.)	840,000	8	"	"	1888	95 1/2
	2d Mortgage.	500,000	8	March & Sept.	"	1888		1st Mort. July 1, 1863 (J. & Frank.)	483,000	7	"	"	var	
	1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	94 1/2	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	
	Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Chi.):						
	1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900		1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philad lphia	1895	
	James'n & Frank. (L.S. & M.S.):							Leavenworth, Lawr. & N. West'n:						
	1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897		1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	
	2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894		Leaven, Lawrence & Galveston:						
	Jefferson (Erie):							1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
	1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887		Lehigh and Lackawanna:						
	2d Mort. (")	94,000	7	"	"	1889		1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1897	
	1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889		Lehigh Valley:						
	Jeffersonville, Madison & Indian:							1st Mortgage (old loan)						
	1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906		1st Mortgage (new loan) tax free	5,548,000	6	May & Nov.	Philadelphia.	1873	
	2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		2d Mortgage for \$6,000,000	4,712,000	7	June & Dec.	"	1898	102
	1st Mortgage (Ind & Mad.) guar.	597,000	7	May & Nov.	"	1882		Lexington & St. Louis (P. of Mo.):				"	1910	104
	2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873		1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	
	Joliet and Chicago (C. & Alton):							Little Miami:						
	1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108 1/2	1st Mortgage.	1,474,000	6	May & Nov.	New York.	1883	
	Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds	500,000	6	Jan. & July.	"	1894	
	1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874		Little Rock and Fort Smith:						
	Junction (Cin. & Indianapolis):							1st Mortgage gold.	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	
	1st Mortgage.	1,200,000	7	Jan. & July.	New York.	1885		Land Grant sinking fund.	5,000,000	7	April & Oct.	"	1900	
	2d Mortgage.	798,000	7	March & Sept.	"	1893		Little Schuylkill (Phila. & Rdg.):						
	1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884		1st Mortgage, guaranteed.	771,500	7	April & Oct.	Philadelphia.	1877	102 1/2
	Junction, Philadelphia:							Logansport, Crawf. & S'wstn Ind.						
	1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882		1st Mortgage gold.	1,500,000	8*	F. M. & A. N.	New York.	1900	99
	2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	88	Long Br. and Sea Shore (N.J. So.):						
	Junction and Breakwater:							1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1889	
	1st Mort. guar. by Delaware.	400,000		Jan. & July.	New York.	1890		Long Dock (Erie):						
	Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	99
	1st Mort. assumed by L.S. & M.S.:	840,000	8	Jan. & July.	New York.	1888	96	Long Island:						
	Kalamazoo and Schoolcraft:							1st Mortgage main line.	500,000	6	Jan. & July.	New York.	1875	96 1/2
	1st Mort. assumed by L.S. & M.S.:	100,000	8	Jan. & July.	New York.	1887		1st Mortgage (Extension)	175,000	7	Feb. & Aug.	"	1890	
	Kalamazoo, & S. H. ven (M. Cen.):							1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	
	1st Mortgage guar. by Lessees.	640,000	8	May & Nov.	Boston.	1889	100 1/2	General Mortgage.	775,000	7	"	"	1899	
	Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
	1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	90	1st Mortgage.	4,300,000	7	Feb. & Aug.	New York.	1900	
	Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cincinnati and Lexington:						
	1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Bost.	1888		1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	
	2d Mort. (")	150,000	10	"	"	1878		2d Mortgage for \$1,000,000.	345,000	8	April & Oct.	"	1900	
	1st Mort. (St. Jo. & CB. 78 m.) cv. fr.	1,400,000	10	March & Sept.	"	1892		Louisville and Nashville:						
	2d Mort. (")	539,500	10	June & Dec.	"	1874		1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	173-76	91
	1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893		1st Mortgage (Memp Br. 46.37m.).	139,000	7	May & Nov.	"	72-75	
	1st Mort. (")	1,000,000	7*	"	"	1893		1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	"	"	80-86	
	Consolidated Mort. (260m.) conv.	687,000	8	March & Sept.	"	1892		Consol. M. for \$8,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	88
	Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line						
	1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900		1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	— & —	New York.	1901	
	Kansas Pacific:							Macon and Augusta:						
	1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	60	1st Mortgage end by State of Ga.	670,000	7	Jan. & July.	New York.	188-91	
	1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896		1st Mortgage not guaranteed	100,000	7	"	"	1890	
	1st M. (3d Div. 244.66m. & 3,900,000a)	6,432,000	7*	May & Nov.	N. Y., L. & F.	1899		Macon and Brunswick:						
	1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	171-76		1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	
	1st Mortgage (2,000,000 acres) gold	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1886		1st Mort.	600,000	7	May & Nov.	"	1890	
	2d Mortgage (con do. gold)	1,500,000	7	March & Sept.	"	1890		2d Mortgage	1,100,000	7	April & Oct.	"	1883	
	1st Mort. (Leavenworth Branch)	600,000	6	May & Nov.	N. Y. & St. Lo.	1896		Equipment Mortgage.	150,000	7	"	"	1879	
	2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	1895-97		Macon and Western:						
	3d Mortgage (Income)	4,275,350	7	March & Sept.	"	1916		1st Mortgage of Oct. 1870.	150,000	7	April & Oct.		1880	
	Kent County (Del.):							Maine Central:						
	1st Mortgage for \$800,000.	400,000	6	Jan. & July.	Philadelphia.	1880	85	Consolidated Mort. for \$7,500,000	3,000,000	0	April & Oct.	Boston.	1912	100
	Kentucky Central:							\$1,100,000 Loan, tax free.	746,200	7	Jan. & July.	"	1888	94
	2d Mortgage (Cov. & Lex.) 183.	844,000	7	March & Sept.	New York.	1883		Bangor (P. & K.) Loan.	614,000	6	April & Oct.	"	1875	
	3d Mortgage (Kent. Cen.) 185.	227,000	7	June & Dec.	"	1885		Extension (gold) Loan.	491,000	6	"	"	1500	87 1/2
905	Keok. Iowa C. & Minn. (T.W. & W.):							\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Feb. & Aug.	"	1890-91	
905	1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892		1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	
905	Keokuk and St. Paul (C.B. & Q.):							Consolidated (P. & K.) Loan	1,149,300	6	"	Boston.	1895	
	1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98 1/2	1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	
	Lackawanna & Bloomsb (DL & W.):							2d Mortgage (")	280,000	6	"	"	1876	
	1st Mortgage.	900,000	7	Jan. & July.	New York.	1875		1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1891	
	1st Mortgage (Extension)	400,000	7	March & Sept.	"	1885		Bath (Androscoggin) Loan.	425,000	6	"	"	1891	
	2d Mortgage.	500,000	7	April & Oct.	"	1880		Mansfield & Framing. (B.C. & F.):						
	2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890		1st Mortgage, guaranteed.	300,000	7	Jan. & July	Boston.	1889	91
	Income Mortgage.	2,30,000	7	Jan. & July.	"	1881		Marietta and Cincinnati:						
	La Crosse, Trempealeau & Prescott:							1st Mortgage, Sterling.	1,050,000	7*	Feb. & Aug.	London.	1891	
	1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877		1st Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	102
909	Laf. Blooming. & Miss. (T.W. & W.):							2d Mortgage Dollar.	2,500,000	7	May & Nov.	"	1896	92 1/2
909	1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	75	3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	74 1/2
	Laf. Muncie & Bloom. (T.W. & W.):							1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	
	1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901		Marietta and Pittsburg:						
	Lake Sh. & Tuscarawas Valley:							1st Mortgage gold.	1,500,000	7*	Feb. & Aug.	Boston.	1895	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. H.)	2,100,000	7	Jan. & July.	New York.	1900	89
Massillon & Clev. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	500,000	6*	April & Oct.	Nashville.	1887	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	112,500	7	Jan. & July.	Bridgeport.	1876	....
Mayville and Lexington:							Naugatuck.....	600,000	7	Jan. & July.	New York.	1891	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Newark & New York (Cen. N. J.)	800,000	7*	May & Nov.	New York.	1889	....
Memphis and Charleston:							1st Mortgage guar.....	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	86	Newark, Somerset & Straitsville:						
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
Memphis and Little Rock:							New Brunswick and Canada:						
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
Michigan Air Line:							Newburg & New York (Erie):						
1st Mortgage (E. Div.) \$15,000 p.m.	.....	8	Jan. & July.	Boston.	1890	101 1/2	1st Mortgage for \$400,000.....	.....	7	Jan. & July.	New York.	1889	....
Michigan Central:							New H. Middlet'n & William:						
1st Mortgage, convertible.....	550,000	8	April & Oct.	New York.	1882	....	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
1st Mortgage sinking fund conv.	2,170,000	8	"	"	1882	112	New Haven & Northampton:						
Consol. Mortgage for \$10,000,000	8,000,000	7	Jan. & July.	"	1902	99	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (M. Air L. W. D.) ass'd	1,900,000	8	May & Nov.	"	1890	101 1/2	Convertible.....	400,000	6	April & Oct.	"	1880	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	97	2,000,000	7	"	"	"	1891	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	95 1/2	Holyoke and Westfield bonds..						
1st Mort. (Kal. & So. Hav.) L. guar.	640,000	8	May & Nov.	"	1889	100	New Jersey Sec. United Compan's						
2d Mort. (") guar.	70,000	8	"	"	1880	....	New Jersey Midland (N. Y. & O. M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Union & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,527,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	781,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,810,000	7	Jan. & July.	"	1897	78	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	190,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	104	N. Orleans Extension, 1870, gold	1,503,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	91 1/2	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....	1st M. (N. O. to T. 227 m) skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.....	2,825,000	7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La.....	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.:						
1st Mortgage for \$13,000 p.m....	.....	8	June & Dec.	New York.	1890	....	Deb. Certif. (N. Y. Central).....	5,938,626	6	May & Nov.	New York.	1883	95 1/2
Mineral Point:							Bonds for debts ass'd (N. Y. Cen.)	1,614,000	7	Feb. & Aug.	"	1876	100 1/2
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. t. (")	76,000	6	May & Nov.	"	1883	59
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks (")	592,000	6	"	"	1883	88
1st Mortgage gold, guaranteed.....	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	88
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renewed (")	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage gold, guaranteed.....	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$40,000,000....	.....	7	"	"	1902	103 1/2
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$3,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ouachita & Red Riv.:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99
1st Mortgage gold.....	1,860,000	7*	"	"	1899	19 1/2	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
2d Mort. Land Grant gold.....	1,080,000	7*	"	"	1910	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	'81-'93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	100 1/2
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m. ....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....	2d Mortgage non-convertible.....	1,600,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	.....	74 1/2	1st Mortgage gold, \$35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	1st Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1869</

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	29	1st Mortgage, guaranteed.....	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.....	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.....	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.....	150,000	7	"	"	1877	....	1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.....	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.....	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....	Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	79
Ohio and Mississippi:							Loan of 1870, convertible.....	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	91	Mortgage Loan of 1857, conv.....	85,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.....	7*	"	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	100
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	76	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1883	100 1/2
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.....	182,400	5 1/2	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.....	976,800	6 1/2	"	"	1880	....
Sinking Fund Bond.....	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.....	177,600	7*	"	"	74-77	....
Oil Creek and Allegheny River:							Dollar coupon.....	7,695,000	7	June & Dec.	Philadelphia.	1911	104 1/2
1st Mortgage (O. C. R. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78 1/2	Consolidated Dollar registered.....	3,414,000	7	"	Phil. or Lond.	1911	....
1st Mortgage (War. & Fkin.)...	590,000	7	April & Oct.	"	1882	78	Mortgage Gold or stg coup.....	7,000,000	6 1/2	"	"	1911	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	42	Gold or stg reg.....	665,000	6 1/2	"	"	1911	102
Old Colony and Newport:							Dollar coupon.....	332,000	6	"	Philadelphia.	1911	....
Plain Bonds.....	1,000,000	6	March & Sept.	Boston	1876	98 1/2	New debent. loan, conv.....	6,690,955	7	Jan. & July.	"	1893	104 1/2
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.....	6,631,615	6 1/2	April & Oct.	Phila. or Lond.	1897	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	100 1/2	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.....	345,600	6	Jan. & July.	Philadelphia.	1884	111 1/2
1st M. land grant, gold \$16,000pm	1,450,000	7.3	Jan. & July.	New York.	1901	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Omaha and Southwestern:							Loan of 1867.....	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	89 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	82	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	63 1/2
3d Mort. " " "	598,000	8	May & Nov.	Richmond.	1873	80 1/2	1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " " "	574,000	8	March & Sept.	Alexandria.	1880	74	1st Mort. (Ct. & New k 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	79 1/2	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	84
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866...	1,000,000	6	"	"	1886	65
Osage Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104 1/2
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	102
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	80	2d Mortgage (Series M).....	860,000	7	Jan. & Oct.	"	1912	96 1/2
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	"	1891	69	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
Income Bonds.....	1,500,000	7	"	"	1892	....	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.....	700,900	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6 1/2	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,805,000.	1,071,000	7 1/2	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000	.....	7 1/2	May & Nov.	New York.	1889	80
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg £19,350.....	93,847	7 1/2	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
General Mortgage, stg £597,800.	3,869,330	7 1/2	"	"	1897	....	Consol. Mort. gold, for \$3,300,000	.....	6 1/2	May & Nov.	"	1901	....
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold.....	1,200,000	7 1/2	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000	.....	6 1/2	May & Nov.	Boston.	1891	64 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Oxford Central:						
Pekin, Linc. & Decatur (TW & W):							1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	75	Portland and Rochester:						
Pemberton & Hights (UC of N.J.):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & N. York (N.J.S.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....	Port Royal (S. C.):						
Peninsular Railway:							1st Mortgage gold, skg fd.....	1,500,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7 1/2	"	"	1889	....
1st Mortgage gold (S.F.) 2d series	979,000	7 1/2	"	"	1900	....	Poukeepsie and Eastern:						
Pennsylvania:							1st Mort. gold, conv. & tax free.....	800,000	7 1/2	Jan. & July.	New York.	1910	....
1st Mortgage (Harr. to Pbg).....	4,970,000	7	Jan. & July.	Philadelphia.	1880	100 1/2	Providence and Worcester:						
2d Mortgage (" " ").....	2,583,600	6	April & Oct.	"	1875	101	1st Mortgage.....	300,000	6	Jan. & July.	Providence.	18	....
2d Mortgage (" " ") stg.....	2,282,240	6 1/2	"	London.	1875	....	Quincy, Alton & St. Louis:						
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92	1st Mortgage gold.....	850,000	7 1/2	May & Nov.	Philadelphia.	1882	....
State lien for \$7,500,000, skg fd	5,401,575	5	April & Oct.	Harrisburg.	74-90	....	Quincy and Toledo (T.W. & W.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	80
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....	Quincy & Warsaw (C.B. & Q.):						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	\$27,000	7	June & Dec.	" "	'72-'74	....	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
1st Mortgage gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	....	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	....	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	" "	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....	2d Mort.	200,000	7	" "	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	103	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort. endor. by Ala. gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	South Pacific (Atl. & Pac.)						
2d Mortgage Income (Series E)	1,700,000	7	" "	"	1884	70	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	83 1/2	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 16, 1884 guar.	2,929,000	7	April & Oct.	New York.	1894	96	2d preferred bonds.....	617,000	6	" "	"	'84-'90	65
2d Mortgage May 1, 1888 guar.	648,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	448,500	6	" "	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	81 1/2	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Den. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed...	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans D.) gold skg f'd, con	1,000,000	7	" "	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage (A.) guaranteed...	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	" "	"	1880	....
2d Mortgage (B) convertible.....	1,000,000	7	" "	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscoogee) conv.	300,000	7	" "	"	'72-'76	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car.	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth. 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	198,370	7	" "	"	1879	....
1st Mort. (St. Paul to Wab. 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands)...	2,020,000	7	Jan. & July.	"	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
General Mort. (R. R. & L'nds) stg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	" "	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92 1/2	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	90 1/2	Summit Branch:						
Sand. Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90 1/2
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran. Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	" "	"	1880	....	Sussex (N. J.):						
Savannah, Griflin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebos and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Flora:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" "	"	1881	....	1st Mortgage (E. Div.) 110 m....	1,800,000	7	June & Dec.	New York.	1894	83
Shamokin Valley & Pottaw. (N.C.):							1st Mortgage (W. Div.) 117 m....	1,800,000	7	Feb. & Aug.	"	1896	73
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	2d Mortgage (W. Div.) 117 m....	1,300,000	7	April & Oct.	"	1886	49
Shesboyan and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	58
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	1st Mortgage (Burl. Br.) 19 m....	250,000	7	June & Dec.	"	1910	....
Shenandoah and Allegheny:							Tom's River & Watert. (N.J. So.):						
1st Mortgage for \$1,000,000.....	658,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Shepaug Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, guar....	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	648,000	7	" "	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)	\$900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	"	1st Mort. endor. by Balt.	200,000	6	"	"	1890	92
1st M. (Gt. W. Ry. of '69, 181 m.)	2,500,000	7	Feb. & Aug.	"	1888	95	2d Mort.	300,000	6	"	"	1890	96
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	"	1890	88	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	97
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	"	1882	90	2d Mortgage preferred.	600,000	6	"	"	1895	161
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	"	3d Mortgage endor. by Balt.	875,000	6	"	"	1900	99
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	"	"	1871	73	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Ry. of '69, 181 m.)	2,500,000	7	"	"	1893	76	1st Mortgage assumed, gold.	2,735,000	6	Jan. & July.	New York.	1899	52
Equipment (Tol. & Wab. 75 m.)	600,000	7	"	"	1883	67	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	"	1907	60	1st Mortgage (main line 67 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st M. (Dec. & East St. L. 109 m.)	2,700,000	7	"	"	1900	73	1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	"
Consol. 2d mort. (500 m.) gold.	5,000,000	7	Feb. & Aug.	"	1893	"	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1890	"
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	"	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1883, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	"	1st Mortgage, Jan. 1, 1886.	1,000,000	6	Jan. & July.	"	1890	98
2d Mortgage, guaranteed	180,000	6	"	"	1878	"	Consolidated mort. Apr. 1, 1889.	1,000,000	7	April & Oct.	"	1899	103
Tuckerton:							West Wisconsin:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	"	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	84
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free	27,237,000	6	Jan. & July.	N. Y. & Bost.	96-99	85	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	"
2d Mortgage (Gov. subsidy)	27,236,000	6	"	"	96-99	"	Wicomico and Pocomoke:						
1st Mort. Land Grant	9,186,000	7	April & Oct.	"	1889	87	1st Mortgage	200,000	7	Jan. & July.	New York.	1873	"
Income Mortgage	7,653,000	10	March & Sept.	"	1874	85	Williamston and Harboro':						
Omaha Bridge B'ds, etc. \$250,000	2,500,000	8	April & Oct.	London.	1896	"	1st Mortgage	350,000	8	May & Nov.	New York.	1900	"
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free	1,600,000	6	May & Nov.	New York.	1896	"	1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	85
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	96-7-8	"	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. K. & T.):							1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	"
1st Mortgage gold, skg fund.	3,595,000	6	Jan. & July.	New York.	1890	"	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	1897	"
Union & Titusville (O. C. & A. Ry.):							Wilmington and Reading:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	"	1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	75
United Companies of New Jer.:							2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Sinking Fund sterling £262,000.	1,268,080	6	Jan. & July.	London.	1880	"	Wilmington and Weldon:						
Loan of 1876 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	98	Sterling Bonds	648,700	6	Jan. & July.	London.	1881	"
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	"	Currency Bonds	221,400	7	May & Nov.	"	1882	"
Loan of 1883 (" "													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debt, Income, Dividends, &c., &c.

See asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Value of Shares	
										Par.	p.c.
										Dividends.	p.c.
										Net	\$
										Gross.	\$
										Freight.	Tons.
										Passengers.	Number.
										Trains Moved.	M.
										Railroad Operated.	M.
										Surplus Income.	\$
										Accounts.	\$
										Bonds.	\$
										Stocks.	\$
										Accounts and Cash.	\$
										Assets.	\$
										Rolling Stock.	\$
										Railroad.	\$
										Engines.	\$
										Pass.	\$
										Freight.	\$
										Railroad in progress.	\$
										2d Track and Sidings.	\$
										Branch Line.	\$
										Main Line.	\$
										Years ending.	\$
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43	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	45
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Dec. 31, 1872	129.0	18.1	26.0	60	64	1,460	Maine Central ¹	11,100,270	1,052,313	163,723	314,399	4,412,920	6,394,183	1,397,646	445,956	357,011	279,222	719,760	401,904	2,298,077	683,576	100	49
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Dec. 31, 1873	179.0	18.1	26.0	60	64	1,460	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Mar. 31, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940	190,909	72,314	180,077	100,722	100	100
Sept. 30, 1873	22.4	3.1	4.7	...	...	...	Manchester and Lawrence (N. H. & M.)	825,000	175,000	72,124	52,902	3,000,000	470,000	35,920	89,106	25.9	77,940						

Mar. 31, 1874	80.0	16	4	200	Seaboard and Roanoke, Va. & N. Carolina.	2,058,152	508,669	1,365,000	210,000	34,867	609,678	28,803	50
Apr. 30, 1872	237.0	11.9	39	19	7	411, Selma, Rome and Dalton, Ala. Ga. & Tenn.	12,980,000	8,750,000	9,230,000	287.0	(No statement furnished)	350,487	100
Dec. 31, 1873	25.0	4.0	6	4	179, Shamokin Valley and Fortville (N.C.) Pa.	2,025,051	800,450	1,994,000	1,400,000	170,978	47,868	760,806	100
Dec. 31, 1873	25.0	4.0	6	4	179, Shamokin Valley and Fortville (N.C.) Pa.	2,025,051	800,450	1,994,000	1,400,000	170,978	47,868	760,806	100
Nov. 30, 1873	25.0	4.0	6	4	179, Shamokin Valley and Fortville (N.C.) Pa.	2,025,051	800,450	1,994,000	1,400,000	170,978	47,868	760,806	100
Sept. 30, 1873	80.0	1.0	2	2	24, Shepang and Allegheny (A. & G. W.) Pa.	1,091,747	239,000	500,000	124,315	31.1	26,584	166,380	100
Sept. 30, 1873	80.0	1.0	2	2	24, Shepang and Allegheny (A. & G. W.) Pa.	1,091,747	239,000	500,000	124,315	31.1	26,584	166,380	100
Sept. 30, 1873	80.0	1.0	2	2	24, Shepang and Allegheny (A. & G. W.) Pa.	1,091,747	239,000	500,000	124,315	31.1	26,584	166,380	100
Aug. 31, 1873	124.4	7.4	11	6	386, Sioux City and Des Moines, N. B. & Iowa.	1,803,236	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Aug. 31, 1873	124.4	7.4	11	6	386, Sioux City and Des Moines, N. B. & Iowa.	1,803,236	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Aug. 31, 1873	124.4	7.4	11	6	386, Sioux City and Des Moines, N. B. & Iowa.	1,803,236	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Sept. 30, 1873	35.0	2.0	5	1	81, Sioux City and St. Paul (S.P. & S.C.) N. & Minn.	1,479,000	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Sept. 30, 1873	35.0	2.0	5	1	81, Sioux City and St. Paul (S.P. & S.C.) N. & Minn.	1,479,000	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Sept. 30, 1873	35.0	2.0	5	1	81, Sioux City and St. Paul (S.P. & S.C.) N. & Minn.	1,479,000	2,900,000	1,740,000	1,400,000	147.4	73,986	73,986	100
Oct. 31, 1873	106.0	83.7	42	49	530, South and North Ala. (L.N. & G.S.) Ala.	8,087,928	8,450,215	2,608,648	1,968,843	248.0	497,343	47,479	100
Oct. 31, 1873	106.0	83.7	42	49	530, South and North Ala. (L.N. & G.S.) Ala.	8,087,928	8,450,215	2,608,648	1,968,843	248.0	497,343	47,479	100
Oct. 31, 1873	106.0	83.7	42	49	530, South and North Ala. (L.N. & G.S.) Ala.	8,087,928	8,450,215	2,608,648	1,968,843	248.0	497,343	47,479	100
Sept. 30, 1873	11.6	2.1	10	12	15, South Shore, N. & S. South Carolina.	5,011,993	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	11.6	2.1	10	12	15, South Shore, N. & S. South Carolina.	5,011,993	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	11.6	2.1	10	12	15, South Shore, N. & S. South Carolina.	5,011,993	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
Sept. 30, 1873	116.0	1.3	10	11	117, South Side (L. I.) N. & S. New York.	4,531,724	1,600,000	275,000	103,920	71.3	87,703	394,360	100
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Sept. 30, 1873	116.0	1.3	10	11									

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds	Rate	Fund.	Market Price.
RAILROAD STOCKS:					
Atlantic and Great Western, pref...	10,000,000	7	...	...	...
Atlantic, Mississippi and Ohio, pref...	800,000	7	...	...	...
Atlantic, Mississippi and Ohio, guar.	276,200	7	...	...	...
Atlantic and Pacific, preferred	10,000,000	7	...	...	...
Atlantic and St. Lawrence, guar.	3,994,900	4	...	...	...
Baltimore and Ohio, preferred	3,552,800	6	...	...	...
Berkshire, guaranteed	600,000	7	...	...	...
Blossburg and Corning, guaranteed	250,000	5	...	...	...
Boston, Concord and Montreal, pref.	800,000	6	...	...	...
Buffalo, New York and Erie, guar.	950,000	7	...	...	...
Catawissa, pref. and guar.	1,159,500	7	...	...	...
Camden and Amboy, guaranteed	5,847,800	10	...	...	...
Camden and Atlantic, preferred	763,549	7	...	...	...
Cayuga and Susquehanna, guar.	589,110	9	...	...	...
Cedar Rapids and Missouri River, preferred and guaranteed	769,800	7	...	...	...
Central of New Jersey, guar.	20,060,000	10	...	...	...
Central Ohio, preferred	411,550	6	...	...	...
Chemung, guaranteed	380,000	6	...	...	...
Cheshire, preferred	2,153,200	7	...	...	...
Chicago and Alton, preferred	2,425,400	10	...	...	...
Chicago, Iowa & Nebraska, guar.	3,916,300	8	...	...	...
Chicago and North-Western, pref.	21,289,563	7	...	...	...
Cine, Sand and Cleveland, pref.	429,060	6	...	...	...
Cleveland and Mahoning, guar.	2,059,200	7	...	...	...
Cleveland and Pittsburgh, guar.	11,236,150	7	...	...	...
Cumberland Valley, 1st preferred	241,900	8	...	...	...
" 2d preferred	243,000	8	...	...	...
Dayton and Michigan, pref. & guar.	922,400	8	...	...	...
Delaware, guaranteed	1,315,390	6	...	...	...
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	...	...
Dubuque and Sioux City, guar.	5,000,000	3	...	...	...
Dubuque South-Western, pref.	590,815	8	...	...	...
Eastern (N. H.), guaranteed	492,500	6	...	...	...
Elmira, Jeff. and Canad., guar.	500,000	5	...	...	...
Elmira & Williamsport, pref. & guar.	500,000	7	...	...	...
" com. & guar.	500,000	5	...	...	...
Erie Railway, preferred	8,536,910	7	...	...	...
Erie and Pittsburgh, guar.	2,000,000	7	...	...	...
Evansville and Crawfordsville, pref.	100,000	...	...	...	...
Hannibal and St. Joseph, pref.	2,187,700	7	...	...	...
Harrisburg and Lancaster, guar.	1,182,550	7	...	...	...
Housatonic, preferred	1,180,000	8	...	...	...
Huntington & Broad Top Min. pref.	190,750	7	...	...	...
Jeff. Mad. & Indianapolis, guar.	2,000,000	7	...	...	...
Joliet and Chicago, guar.	1,500,000	7	...	...	...
Joliet and Northern Indiana, guar.	300,000	8	...	...	...
Little Miami, Col. and Xenia, guar.	6,394,450	8	...	...	...
Louisville, Cincinnati and Lex. pref.	851,000	9	...	...	...
Marietta and Cincinnati, 1st pref.	5,101,650	6	...	...	...
" 2d pref.	4,436,250	6	...	...	...
Mich. Southern, (Lake Shore) guar.	533,500	10	...	...	...
Mill Creek, guaranteed	323,375	10	...	...	...
Milwaukee and St. Paul, preferred	12,274,483	7	...	...	...
Mine Hill, guaranteed	3,856,450	8	...	...	...
Montclair, guaranteed	2,000,000	8	...	...	...
Morris and Essex, guar.	15,000,000	7	...	...	...
Nesquehoning Valley, guar.	2,000,000	10	...	...	...
Newark and New York, guar.	1,000,000	7	...	...	...
Newcastle and Beaver Valley, guar.	605,000	10	...	...	...
New Jersey, guaranteed	7,295,200	10	...	...	...
New London Northern, guar.	971,400	10	...	...	...
New York & Harlem, pref. & guar.	1,800,000	8	...	...	...
" com. & guar.	8,500,000	8	...	...	...
Niagara Br. & Canandaigua, guar.	1,000,000	6	...	...	...
North Eastern (S. C.), preferred	108,000	...	...	...	...
Northern New Jersey, guar.	1,000,000	8	...	...	...
Norwich and Worcester, guar.	2,825,400	10	...	...	...
Ogdensburg & Lake Cham., guar.	5,077,000	7	...	...	...
" pl. & guar.	2,000,000	8	...	...	...
Ohio and Mississippi, preferred	4,030,000	7	...	...	...
Oswego and Syracuse, guar.	1,144,400	9	...	...	...
Panama, guaranteed	7,000,000	12	...	...	...
Paterson and Hudson, guar.	2,000,000	8	...	...	...
Pemberton and Hightstown, guar.	2,231,900	12	...	...	...
Peoria and Bureau Valley, guar.	1,200,000	6	...	...	...
Philadelphia and Erie, preferred	2,400,000	8	...	...	...
Philadelphia and Norristown, guar.	2,231,900	12	...	...	...
Philadelphia and Reading, pref.	1,551,687	10	...	...	...
Philadelphia and Trenton, guar.	1,259,100	10	...	...	...
Pittsburg, St. Wayne & Chic., guar.	2,214,285	7	...	...	...
Pittsburg and North Adams, guar.	450,000	6	...	...	...
Portland, Saco & Portsmouth, guar.	1,400,000	10	...	...	...
Rochester & Genesee Valley, guar.	557,560	7	...	...	...
Rutland, preferred and guaranteed	4,300,000	7	...	...	...
St. Louis, Alton & Terre Haute, guar.	2,488,400	7	...	...	...
St. Louis, Jackson & Ch. pf. & guar.	1,054,100	7	...	...	...
St. Louis, Kansas City & Nor., pref.	12,000,000	...	...	...	...
Schuylkill Valley, guaranteed	576,000	5	...	...	...
Shamokin V. & Pottsville, guar.	369,450	6	...	...	...
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	...	...	...
" 2d pref.	1,000,000	7	...	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	...	...	...
Warren, guaranteed	1,800,000	7	...	...	...
CANAL STOCKS:					
Delaware Division, guar.	1,633,350	8	...	...	...
Delaware and Raritan, guar.	5,847,500	10	...	...	...
Morris, preferred and guaranteed	1,175,000	10	...	...	...
" com. and guar.	1,695,000	4	...	...	...
Schuylkill Navigation, preferred	2,908,977	6	...	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 5¢; Scrap Wrought, 8¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness..... per ton..... @.....	
Gairbairrie..... @.....	
Summerlee..... @.....	
Carnbroe..... @ 35.....	
Langloan..... @.....	
Glenbrook..... @ 37.....	
Eglinton..... @ 35.....	
Pig, American, No. 1..... 30 @ 31.....	
Pig, American, No. 2..... 27 @ 29.....	
Pig, American, Forge..... 25 @ 27.....	
Bar, Refined, English and American..... @.....	
Bar, Sweden, assorted sizes..... (gold) 115 @ 120.....	
—STORE PRICES—	
Bar, Sweden, ordinary sizes..... 140 @ 145.....	
Bar, Sweden, Plow sizes..... 155 @ 160.....	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in..... 67 50 @ 70.....	
Bar Refined, 1½ to 6 by 1½ & 5-16 in..... 72 50 @ 75.....	
Bar Refined, 1 & 1½ by 1½ & 5-16 in..... 72 50 @ 75.....	
Large Rounds, 2½ to 3½ @ 4 in..... 75 @ 90.....	
Scroll..... 90 @ 130.....	
Ovals and Half-round..... 90 @ 100.....	
Band, 1 to 6 in. by 3-16 to No. 12..... 85 @ 87 50.....	
Horse Shoe..... 100 @ 105.....	
Rods, 1½ to 16 inch..... 70 @ 127 50.....	
Hoop, 1½ by No. 22 to 1 & 1½ by 13 & 14..... 97 50 @ 155.....	
Nail Rod..... 74 @ 84.....	
Sheet Russia, as to assortment..... (gold) 15 @ 16.....	
Sheet, Single, D. and T. Common..... 44 @ 5.....	
Sheet, Doubles and Trebles, Charcoal..... 5 @ 6.....	
Sheet Galvanized 1st and 2d quality..... List 20 @ 35 p. ct. disc.	
Rails, English..... (gold) per ton 50 @.....	
Rails, American, at Works in Penna. c'y..... 57 @ 60.....	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality)..... per lb. 17 @ 21.....	
English Spring (2d and 1st quality)..... 94 @ 104.....	
English Blister (2d and 1st quality)..... 14 @ 18.....	
English Machinery..... @ 14.....	
English German (2d and 1st quality)..... 124 @ 14.....	
American Blister..... @ 11.....	
American, Cast, Tool..... @ 16.....	
American, Cast Spring..... @ 10.....	
American Machinery..... @ 11.....	
American German Spring..... @.....	
NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg..... 3 75 @ 3 75.....	
8d. and 9d. "..... 4 @.....	
6d. and 7d. "..... 4 25 @.....	
4d. and 5d. "..... 4 25 @.....	
3d. and 4d. Light..... 5 25 @.....	
3d. Fine..... 6 @.....	
2d. "..... 6 75 @.....	
Cut Spikes, all sizes..... 4 @.....	
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanca..... (gold) per lb. @ 25.....	
Strait..... (gold)..... 21 @ 22.....	
English, L. & F..... (gold)..... @ 20.....	
English, Refined..... (gold)..... @ 21.....	
Plates—Fair to good brands..... Gold.....	
I. C. Charcoal..... per box..... 9 75 @ 10.....	
I. C. Coke..... 7 75 @ 8.....	
Coke Terne..... 6 02 @ 7.....	
Charcoal Terne..... 8 75 @ 9.....	
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 to 48 gravity (in bulk)..... 5 @ 5.....	
Crude 40 to 47 gravity (in shipping order)..... 8 @ 8.....	
Refined, Standard White (in ship's order)..... 11 @ 12.....	
Refined, S. W. (in jobbing lots)..... 12 @ 12.....	
Refined, S. W. (in tin)..... 14 @ 20.....	
Naptha, Refined (65 to 73 gravity)..... 9 @ 10.....	
Residuum..... (in shipping order) per gall. @.....	
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb. 30 @ 31.....	
Copper, Bolts..... 32 @ 33.....	
Copper, Braziers' (over 16 oz.)..... 32 @ 33.....	
Copper, Nails..... 37 @ 38.....	
Copper, Old Sheathing, &c., mixed lots..... @ 21.....	
Copper, American Ingot Lake..... 21 @ 21.....	
Copper, English Pig..... @.....	
Yellow Metal, New Sheathing & bronze..... 22 @ 23.....	
Yellow Metal, Bolts..... 30 @.....	
Yellow Metal, Nails, Sheathing & Slatting..... 23 @ 24.....	
LEAD—DUTY: Pig, 2¢ per 100 lb.; Old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.	
Spanish Ordinary..... (gold) per 100 lb. 6 50 @ 6 62.....	
German Ordinary..... (gold)..... @ 6 62.....	
English..... (gold)..... @ 6 62.....	
Foreign Refined..... (gold)..... @ 7 12.....	
Domestic..... (gold)..... @ 8 85.....	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel..... 11 @.....	
Liverpool House Cannel..... 18 @ 19.....	
Anthracite (by cargo)..... per ton of 1,000 lb. 5 @ 6 25.....	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th. 3.	F. 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9.
Boston, Har. & Erie...	1	1	1	...	1	1
Union Co.....	90	90	90	90	90	90
Central Pacific.....	103	103	103	103	103	103
Central of N. Jersey.....	103	103	103	103	103	103
Chesapeake & Ohio 1 m. 48	49	49	49	49	49	49
Chicago & Alton.....	99	99	99	99	99	99
.. pref.....	102	102	102	102	102	102
.. 1 M.....	105	105	105	105	105	105
.. S. F.....	105	105	105	105	105	105
.. Inc. bds.....	105	105	105	105	105	105
Chicago, Burl. & Q.....	102	102	102	102	102	102
.. 8s, 1883.....	111	111	111	111	111	111
Chic. & Northwestern.....	37	37	37	37	37	37
.. pref.....	56	56	56	56	56	56
.. 1st M.....	100	100	100	100	100	100
.. S. F.....	100	100	100	100	100	100
.. Consol.....	85	84	84	84	84	84
Chic. Rock Isl. & Pac.....	100	99	99	100	100	100
Chl. R. I. & Pa. 7s, 1896.....	104	104	104	104	104	104
Clev., Col. C. and Ind.....	85	85	85	85	85	85
Clev. & Pittsburgh guar.....	87	87	87	87	87	87
.. 2 M.....	100	100	100	100	100	100
.. 3 M.....	100	100	100	100	100	100
.. 4 M.....	90	90	90	90	90	90
Clev. and Toledo.....	102	102	102	102	102	102
.. S. F. 7s.....	94	94	94	94	94	94
Col., Chl. & Ind. C.....	8	8	8	8	8	8
.. 1 M.....	79	79	79	79	79	79
.. 2 M.....	114	114	114	114	114	114
Del. & Hudson Canal.....	114	114	114	114	114	114
Del. Lack. & Western.....	108	108	108	108	108	108
.. 1 M 7s.....	100	100	100	100	100	100
.. 2 M 7s.....	97	97	97	97	97	97
Erie Railwav.....	34	35	33	34	31	34
.. pref.....	50	50	50	50	50	50
.. 1 M 7s, 1897.....	100	100	100	100	100	100
.. 2 M 7s, 1879.....	100	100	100	100	100	100
.. 3 M 7s, 1883.....	97	97	97	97	97	97
.. 4 M 7s, 1880.....	100	100	100	100	100	100
.. 5 M 7s, 1888.....	100	100	100	100	100	100
.. 7s, con. gold.....	73	73	73	73	73	73
Great Western 2d mort.....	23	23	23	23	23	23
Hannibal & St. Joseph. 2d	23	23	23	23	23	23
.. pref.....	73	73	73	73	73	73
.. 8s, conv.....	73	73	73	73	73	73
Hudson River.....	114	114	114	114	114	114
.. 2 M. S. F.....	114	114	114	114	114	114
.. 3 M. 7s, 1875.....	91	91	91	91	91	91
Illinois Central.....	73	73	73	73	73	73
.. 7s.....	73	73	73	73	73	73
Lake Shore & Mich. S'th. 7s	73	73	73	73	73	73
Marietta & Cin. 1st pref.....	73	73	73	73	73	73
.. 2d pref.....	73	73	73	73	73	73
Michigan Central.....	73	73	73	73	73	73
.. S. F. 8s, 1882.....	112	112	112	112	112	112
M. S. and N. I. 1 M. S. F.....	99	99	99	99	99	99
.. 2 M.....	99	99	99	99	99	99
Milw. and St. Paul.....	34	35	33	34	31	34
.. pref.....	53	53	52	52	53	53
.. 1st mort.....	104	104	104	104	104	104
.. 2d mort.....	104	104	104	104	104	104
.. 8s.....	104	104	104	104	104	104
.. 7s-10s con.....	104	104	104	104	104	104
.. 7s, gold.....	104	104	104	104	104	104
Missouri 6s.....	93	93	93	93	93	93
.. H. & St. J. les.....	93	93	93	93	93	93
Morris and Essex.....	97	96	96	97	96	96
.. 1st mort.....	106	106	106	106	106	106
.. 2d mort.....	106	106	106	106	106	106
N. Y. Cen. & Hud. Riv 102	102	102	102	103	104	104
.. 7s, S. F. 1876.....	95	95	95	95	95	95
.. 6s, S. F. 1883.....	95	95	95	95	95	95
.. 6s, S. F. 1887 93	93	93	93	93	93	93
N. York and Harlem.....	126	126	126	126	126	126
.. pref.....	106	106	106	106	106	106
.. 1 M 7s.....	106	106	106	106	106	106
N. York N. Hav. & Hart.....	130	130	130	130	130	130
N. Carolina 6s. old.....	24	24	24	24	24	24
.. new.....	24	24	24	24	24	24
Ohio and Miss.....	24	24	24	24	24	24
.. pref.....	76	76	76	76	76	76
.. 2d M.....	76	76	76	76	76	76
Pacific Mail S. S. Co.....	47	47	46	46	47	47
Panama.....	111	111	111	111	111	111
Pitta. Ft. W. & Chi. gld.....	93	93	93	93	93	93
.. 1 M.....	104	104	104	104	104	104
.. 2 M.....	104	104	104	104	104	104
.. 3 M.....	104	104	104	104	104	104
Quicksilver Mining Co. 31	31	31	31	31	31	31
St. L., Alton & T. H.....	25	25	25	25	25	25
.. pref.....	25	25	25	25	25	25
.. 1 M.....	25	25	25	25	25	25
.. 2 M. pref.....	25	25	25	25	25	25
.. Income bds.....	25	25	25	25	25	25
Tennessee 6s. old.....	25	25	25	25	25	25
.. new.....	25	25	25	25	25	25
Tol., Wab. & Western. 32	32	32	32	32	31	32
.. pref.....	73	73	73	73	73	73
.. 1 M.....	73	73	73	73	73	73
.. 2 M.....	73	73	73	73	73	73
.. Equipment.....	73	73	73	73	73	73
.. St. Lou. Div. 73	73	73	73	73	73	73
Union Pacific.....	30	30	30	30	30	30
.. 1st mort.....	84	84	84	84	84	85
.. L. Gt. 7s.....	85	85	85	85	85	85
.. Inc. 10s.....	85	85	85	85	85	85
Virginia 6s. old.....	52	52	52	52	52	52
.. new.....	52	52	52	52	52	52
.. consol.....	52	52	52	52	52	52
.. def. cert.....	52	52	52	52	52	52

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
FEDERAL STOCKS:						
U. S. 6s, 10-40s, reg....	111	111	111	111	111	111
U. S. 6s, 10-40s, coup....	111	111	111	111	111	111
U. S. 6s, 1881, reg....	112	112	112	112	112	112
U. S. 6s, 1881, coup....	112	112	112	112	112	112
U. S. 6s, 1881, reg....	117	117	117	117	117	117
U. S. 6s, 1881, coup....	118	118	118	118	118	118
U. S. 6s, 5-20s, reg. '62	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1862, 112	112	112	112	112	112	112
U. S. 6s, 5-20s, reg. '64	114	114	114	114	114	114
U. S. 6s, 5-20s, c. 1864, 114	114	114	114	114	114	114
U. S. 6s, 5-20s, reg. '65	116	116	116	116	116	116
U. S. 6s, 5-20s, c. 1865, 116	116	116	116	116	116	116
U. S. 6s, 5-20s, r. n. '65	116	116	116	116	116	116
U. S. 6s, 5-20s, c. n. '65, 116	116	116	116	116	116	116
U. S. 6s, 5-20s, reg. '67	116	116	116	116	116	116
U. S. 6s, 5-20s, c. 1867, 117	117	117	117	117	117	117
U. S. 6s, 5-20s, reg. '68	117	117	117	117	117	117
U. S. 6s, 5-20s, c. '68, 117	117	117	117	117	117	117
U. S. 6s, Pac.R.R. issue....	117	117	117	117	117	117

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Catawissa preferred	43	43	43	43	43	43
7s, new	100	100	100	100	100	100
Camden and Amboy						
6s, 1875	93	93	93	93	93	93
6s, 1883	93	93	93	93	93	93
6s, 1889	100	100	100	100	100	100
mort. 6s, '89	93	93	93	93	93	93
Elmira & Williamsport						
7s, pref.	111	111	111	111	111	111
7s, new	111	111	111	111	111	111
Lehigh Navigation	45	45	45	45	45	45
6s, 1884	97	97	97	97	97	97
Gold L. 96	96	96	96	96	96	96
R. R. L. 96	96	96	96	96	96	96
Conv. G. L. 96	96	96	96	96	96	96
Lehigh Valley R.R.	61	61	61	61	61	61
6s new coup.	102	102	102	102	102	102
6s new reg.	104	104	104	104	104	104
7s, 104	104	104	104	104	104	104
Little Schuylkill R.R.	48	48	48	48	48	48
Minehill	52	52	52	52	52	52
Morris Canal						
7s, pref.	111	111	111	111	111	111
North Pennsylvania						
6s, 1885	100	100	100	100	100	100
7s, 100	100	100	100	100	100	100
10s, 1887	100	100	100	100	100	100
Northern Central	30	31	31	31	31	31
Oil Creek & Alleg. Riv.	7	7	7	7	7	7
7s, new	101	101	101	101	101	101
Pennsylvania R. R.	52	52	52	52	52	52
1st M. 100	100	100	100	100	100	100
2d M. 101	101	101	101	101	101	101
Gen. mort. 94	94	94	94	94	94	94
reg. 94	94	94	94	94	94	94
Penn. State 6s, 2d series	108	108	108	108	108	108
6s, 3d series	104	104	104	104	104	104
Philadelphia City, 6s	104	104	104	104	104	104
new 104	104	104	104	104	104	104
Philad., Germ. & Nor.	55	55	55	55	55	55
Phila. & Reading	55	55	55	55	55	55
Philadelphia and Erie	16	16	16	16	16	16
6s, 84	84	84	84	84	84	84
7s, 83	83	83	83	83	83	83
Phila., Wilm. & Balt.	54	54	54	54	54	54
Schuylkill Navigation						
6s, 1882	12	12	12	12	12	12
6s, 1876	90	90	90	90	90	90
6s, 1872	90	90	90	90	90	90
United Co. of N. Jersey	126	126	126	126	126	126
Heatonville, (Horse)	19	19	19	19	19	19
Chestnut & Wal.	50	50	50	50	50	50
Green & Coates	64	64	64	64	64	64
2d and 3d streets	65	65	65	65	65	65
Spruce and Pine	23	23	23	23	23	23
13th and 15th sts.	23	23	23	23	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.
Baltimore City 6s, 1876	102	102	102	102	102	102
1886	101	101	101	101	101	101
1890	102	102	102	102	102	102
1884	101	101	101	101	101	101
1900	101	101	101	101	101	101
Balt and Ohio	170	170	170	170	170	170
bonds, 1875	102	102	102	102	102	102
1880	102	102	102	102	102	102
1885	102	102	102	102	102	102
Central Ohio	90	90	90	90	90	90
1st mort. 103	103	103	103	103	103	103
Marietta & Cin. 1st M.	92	92	92	92	92	92
2d M. 74	74	74	74	74	74	74
3d M. 30	30	30	30	30	30	30
Northern Central	92	92	92	92	92	92
bonds, 1885	91	91	91	91	91	91
1900	91	91	91	91	91	91
G. B. 1900	91	91	91	91	91	91
Pittsb. & Connellsv. 7s	84	84	84	84	84	84
N. W. Va. 3d mort.	49	49	49	49	49	49
Virginia 6s, Consol.	49	49	49	49	49	49
Defer. Certif.	52	52	52	52	52	52
City Passenger R. R.	52	52	52	52	52	52

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9.
Boston and Albany	133	133	133	133	133	133
Boston and Lowell	100	100	100	100	100	100
Boston and Maine	111	111	111	111	111	111
Boston and Providence	149	149	149	149	149	149
Boston, Hartford & Erie	24	24	24	24	24	24
Cheshire, pref.	102	102	102	102	102	102
Chl., Burl. & Quincy	60	60	60	60	60	60
Concord	123	123	123	123	123	123
Connecticut River	65	65	65	65	65	65
Eastern	72	72	72	72	72	72
Fitchburg	105	105	105	105	105	105
Manchester & Law'ree	73	73	73	73	73	73
Michigan Central	104	104	104	104	104	104
Northern, N. H.	106	106	106	106	106	106
Ogdens & Lake Champ	106	106	106	106	106	106
Old Colony	106	106	106	106	106	106
Ph. W. & Baltimore	54	54	54	54	54	54
Port'd, Saco & Ports	113	113	113	113	113	113
Union Pacific	83	83	83	83	83	83
" Land Grant 7s	83	83	83	83	83	83
" Income 10s	80	80	80	80	80	80
Vermont & Canada	51	51	51	51	51	51
Vermont & Mass.	84	84	84	84	84	84
South Boston (Horse)	33	33	33	33	33	33
Cambridge	33	33	33	33	33	33
Metropolitan	33	33	33	33	33	33
Middlesex	33	33	33	33	33	33
Central Mining Co.	24	24	24	24	24	24
Copper Falls	12	12	12	12	12	12
Franklin	33	33	33	33	33	33
National	33	33	33	33	33	33
Quincy	33	33	33	33	33	33

London Stock Exchange.

	Closing	Aug. 14.	Aug. 21.
Atlantic & Gt. W. 1st mort.	48	50	52
Do. 2d mort.	25	27	28
Do. 3d mort.	11	12	13
Do. Con. mort. B'nds Bisch's Cert.	12	14	14
Do. Leas. Linc. Rental Bonds	58	62	65
Do. 1873 40	45	40	50
Do. 8 p. c. Scrip. West. Exten.	—	—	—
Detroit & Milwaukee 1st mort. Bonds	60	65	60
Do. 2d do.	55	60	55
Erie shares 100 dol. all paid	29	30	30
Do. Convertible Gold Bonds	62	64	65
Do. 6 per cent Convertible Bonds	96	98	98
Cons. Mort. amount autho. to be issued for conv. of existing bonds	89	91	91
Illinois Central \$100 shares all paid	88	88	87
Do. Redemption mort. bonds 6 p.c. 100	100	102	100
Illinois & St. Louis Bridge 1st mort.	101	102	103
Marietta and Cincinnati Rail. Bonds	95	98	96
Michigan Central 8s 1882, conv.	93	94	95
New York Central, 100 dols. shares	93	94	95
Panama General mort.	100	102	100
Pennsylvania, General mort.	97	98	99
Do. \$50 shares	47	48	47
Philadelphia and Erie 1st mort.	95	97	96

American Railroad Journal.

Saturday, September 12, 1874.

Stock Exchange and Money Market.

Money continues quite easy in the open market, notwithstanding the more active dealings in Stocks, Produce, and Merchandise, and the consequent increase of demand for accommodation in the loan and discount line. Call loans to the leading Street houses have been quoted at 2@3 per cent; and the best mercantile credits have rated at 5@7 per cent per annum. The outflow of currency to the interior, for crop moving purposes, has been more liberal, yet the city banks have maintained the average reserves, remarkably well; while the Government office has been losing both currency and specie. The City banks, last week, reduced their deposit line while augmenting their specie and loan and discount averages. They reduced their reserve of legal tender, while further contracting their item of circulation slightly. The U. S. Sub-Treasury reduced both its currency and specie reserves, the former materially. The City banks, last week, diminished their reserve of legal tender notes \$1,677,900, and their deposit item \$254,100, while enlarging their specie average \$253,200. They report an increase

of \$765,100 in the loans and discounts, and a reduction of \$140,900 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$60,827,320, against \$63,030,327 the preceding week; and a coin hoard of \$52,553,648, against \$53,258,273, on the previous return. The City bank exchanges, during the week, were \$373,742,143, or a daily average of \$62,290,357. The customs revenue of the port, during the week, was \$2,760,000. The City banks reported their average of gold last week at \$18,891,300, and their greenback average at \$65,604,700. Their deposits stood at \$234,746,000. The loan item was \$279,084,900. The circulation was \$25,662,400. The aggregate of the outstanding U. S. currency, of all denominations, Sept. 1, was \$428,422,258. The outstanding amount of legal tender notes is 882 millions. The National bank circulation is \$350,534,203.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 20¼ millions. The Treasury balances at the opening of business on Wednesday were as follows: currency, \$15,249,862; special deposit of legal tenders for the redemption of certificates of deposit, \$59,255,000; coin, \$68,612,461, including \$29,119,440 in coin certificates.

Gold has been comparatively quiet, all through the week, with the price ruling almost stationary. The speculative demand has been devoid of spirit. A fair average inquiry has been noted for coin for custom house purposes. The export drain has been unimportant. The extremes of the price have been 109½@109¾, closing at 109¾, as against 109¾ on Wednesday of the preceding week, showing no variation of movement from previous reports. The specie outflow, last week, was only \$472,244. The imports of specie at this port since Jan. 1, have been \$3,553,222. The customs demand for Gold last week averaged \$460,000 a day. Foreign Exchange has been quite moderately sought after, with Bankers' sixty day bills on London closing heavily on Wednesday at \$4 85@4 86; sight bills on London at @4 87½@4 88½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,907,998.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,771,208.

A comparatively steady market has been noted for Government Securities, the demand for which has been fairly active, chiefly from home investment buyers.

U. S. sixes of 1881 closed on Wednesday of this week at 118¾@118½; U. S. Five-Twenties of 1862, 112¼@112½; U. S. Five-Twenties of 1864 at 115½@115¾; U. S. Five-Twenties of 1865, 116½@117; U. S. Five-Twenties of 1865 consolidated, 116½@116¾; U. S. Five-Twenties of 1867, 117¾@117¾; U. S. Five-Twenties of 1868, 117¼@117¼; U. S. Ten-forties at 111½@111¾; U. S. Fives of 1881, (Funding Loan) 112¾@112¾; Six per cent, currency Sixes from 117¾@117¾.

State and Railway bonds have been attracting more attention and have been quoted rather firmer. Railway and miscellaneous share prop-

erty has been much more freely dealt in and prices have been quoted decidedly stronger, and quite buoyant.

General business has been fairly active for the season, both in Produce, and in Merchandise. A free movement has been reported in Breadstuffs and Cotton, but at variable prices. Provisions have been rather less confidently dealt in, and values of hog products have been depressed and lower. Wool, Tobacco, and Naval Stores have been in good demand and held more firmly. Petroleum has been quiet and weak in price. Hides, Leather, and Skins, have been moderately active on generally steady basis as to values. Foreign merchandise has been more salable, with prices, however, quoted irregular. Hardware has attracted less notice, while Earthenware has been quite dull. The Metal trade has been slow. Scotch Pig Iron has been scarce and held higher on a very light supply, but has been inactive. American depressed and unsettled, under the influence of some forced realizations. Eglington Pig Iron quoted at \$35; Glengarnock, \$37; Sumerlee, \$35@36; No. 1 American Pig at \$30@32, No. 2 do. at \$27@29; Forge, \$25@27; English Rails at \$50@52, gold; American Rails at works, \$55@60; Old Rails, \$34@38. Wrought Scrap, \$33@37. Ocean freights have been moderately active, but weak as to rates, in most instances.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Union Pacific S. F. 8s, 72; Albany and Susquehanna R. R., 95; do. 1st mort., 103; do. 2d mort., 100; Clev., Col., Cin. and Ind. 1st mort., 103; New York Central 1st mort., coupon, 106; do. reg., 105½; Central of New Jersey 1st mort., new, 105½; Am. Dock and Imp. 7s, 98; Michigan Central 7s, 99; Pacific R. R. 7s, guar. by Mo., 100; Chicago and Northwestern Int. bonds, 98; do. consol. gold bonds, 77½; Morris and Essex 7s, 1871, 97½; Ohio and Miss. consol. S. F. 91½; Buffalo and Erie 7s, new, 99; Pacific R. R. of Mo., 39; do. 2d mort., 69; do. 1st mort., 80; Toledo, Wabash and Western 7s, consol., 60; St. Louis, Jacksonville and Chicago 1st mort., 96; Gt. Western 1st mort. 1888, 85; Boston, Hartford and Erie 1st mort., 24½; Lake Shore div. bonds, 98; North Missouri 1st mort., 81½; Milwaukee and St. Paul 8s, 1st mort. LaC. div., 83; Galena and Chicago 1st mort., 101½; Lake Shore and Michigan Southern 7s, consol., 97; Atlantic and Pacific R. R., pref., 12½; New Jersey Southern R. R., 3½; St. Louis and Iron Mt., R. R., 12; Rome, Watertown and Ogdensburg R. R., 79; St. Louis, Kansas City and Northern pref., 21½; Western Union Telegraph, 79; do. 7s, 99½; Atlantic and Pacific Tel., 16½; Consol. Coal of Md., 47; Quicksilver pref., 36½; U. S. Exp., 67; Am. Exp., 60¾; Wells-Fargo Exp., 78; Adams Exp., 67½; Tennessee 6s, n. s., 55½; Michigan 6s, 1879, 102; South Carolina 6s, new, non. f., 6; Missouri 6s, 1. bonds, 93½; do. 6s, 1875, 99½; do. 1878, 95; North Carolina 6s, special tax, 3d class, 5; Brooklyn 6s, W. L., 95½.

Philadelphia.—Allegheny Valley 7s, 83; do. 7 3-10s, 89; Reading Coal and Iron mort. bonds, 93; Northern Pacific 7-30s, 29; Pittsburg, Cincinnati and St. Louis 7s, 63½; Texas Pacific L. G.

7s, 24; Wilmington and Reading 1st mort., 75; Ithaca and Athens 7s, 87; Phila. and Reading 7s, new, conv., 104½; do. 6s, gold, 102; do. Gen'l mort. 7s, coupon, 104½; do. reg., 105½; do. 6s, 1843-'80, 100; Sunbury and Erie 7s, 103½; Chesapeake and Delaware Canal 6s, 90; Pennsylvania R. R. div. scrip., 103; Schuylkill Nav. 7s, Boat Loan, 86; do. div. scrip., 88; 13th and 15th streets, R. R., 23; Huntingdon and Broad Top Mt. R. R., 7; do. pref., 13; do. 1st mort., 105; Philadelphia and Trenton R. R., 123. The latest quotations are: City 6s, 101@101½; do. free of tax, 104½@104½; Pennsylvania State 6s, 2d series, 107½@108½; do. 3d series, 111@111½; Philadelphia and Reading, 55½@55¾; do. Gen'l mort. 7s, coup., 103@—; do. reg., 105½@106; do. mort. 6s, 1880, 99½@—; do. new, conv., 104@104½; do. 7s, 1893, 105@108; United New Jersey R. R. and Canal Co., 127@—; Camden and Amboy mort. 6s, 1889, 100½@101¼; Pennsylvania R. R., 53@53½; do. div. scrip., 102½@102¾; do. 1st mort., 100½@100½; do. 2d mort., 101@101½; do. general mort. coupon 92½@95; do. reg., 94½@94¾; Little Schuylkill R. R., 47½@48; Morris Canal, 48@51; do. pref., 120@122½; do. 6s, 97½@—; Susquehanna Canal, 6@9; do. 6s, 75@75; Schuylkill Nav., 6¼@7; do. pref., 12¾@13; do. 6s, 1882, 76½@77; do. 1872, 89½@91; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 97@98; do. 5s, 61@65; Lehigh Coal and Navigation, 45½@45¾; do. 6s, 1884, 97@97½; do. R. R. Loan, 98@—; do. Gold Loan, 96@96½; North Pennsylvania, 45½@46½; do. 6s, 100@100½; do., 7s, 102½@103; do. Chattle 10s, 108@108½; Philadelphia and Erie, 15@15½; do. 6s, 92@93; do. 7s, 82½@83; Minehill, 52½@52½; Catawissa, 14¾@16; do. pref., 42¾@43; do. new pref., 32@33; do. 7s, 1900, 100¾@101; Lehigh Valley, 61@61½; do. 6s, new coupon, 100@101; do. reg., 101¾@102¼; do. 7s, 104@104¼; Fifth and Sixth streets (horse) 55@57; Second and Third, 64@65; Thirteenth and Fifteenth, 22½@23½; Spruce and Pine, 29½@31; Green and Coates, 50¾@50¾; Chestnut and Walnut, 73¼@79; Hestonville, 19@19½; Germantown, 35@45.

Boston.—Union Pacific S. F. 8s, 72¼; Boston and Maine 7s, 1894, 104½; Old Colony 7s, 1894, 104½; do. 1877, 100¾; Eastern R. R. 7s, 1887, 93¾; Burlington and Missouri River R. R. in Nebraska, 55½; do. 8s, old, 98½; Cheshire R. R. 6s, 1880, 93½; Connecticut and Passumpsic Rivers R. R. 7s, 1893, 97; Michigan Central (Airline) 8s, 1890, 101¼; Atchison, Topeka and Santa Fe R. R., 8; do 1st mort. 59¼; Western (B. & A.) R. R. 6s, 1875, 99; Mansfield and Framingham R. R. 7s, 91; Burlington and Missouri River R. R. in Iowa, 98; Norwich and Worcester R. R., 120; Worcester and Nashua R. R., 123; Cincinnati, Sandusky and Cleveland R. R., 9½; Eastern (N. H.) R. R., 54; Nashua and Lowell R. R., 121¼; Rutland pref., 25½; do. 1st mort. 8s, 1902, 72½; do. scrip. No. 6, 40; do. No. 5, 65; Union Pacific Fractions, 135½; Boston Water Power Co., 12; Pullman Palace Car Co., 97; Cary Imp., 6¾; New Hampshire 6s, 101; Massachusetts 6s, 1876, gold, 109¼; Cambridge 6s, 1884, 96½; Worcester 6s, 97; Cincinnati 7s, 1894, 101; St. Louis 6s, 1887, 92½; Boston 6s, 1876, gold, 105½; do. 1885, gold, 99½; do. 6s, 1875, 99¾; Lowell 6s, 1890, 95½; Fall River 6s, 1894,

95; Fitchburg 6s, 1893, 95; Cleveland 7s, 1879, 99½; Chicago 7s, 1892, 99½; Portland 6s, 1887, 91½; Charlestown 6s, 1892, 98; Allouez Mining Co., 9; Calumet and Hecla, 131.

Baltimore.—Virginia consols, coupons, 86; Maryland Defense 6s, 107; do. 6s, 1890, 100; Orange, Alex. and Manassas 7s, 79½; Orange and Alexandria 4th mort. 8s, 70; Chesapeake and Ohio Canal bonds, 84; Santa Clara Mining Co., 10½; do. bonds, 18½. The latest quotations are: Richmond and Danville 1st mort., 67½@67½; Pittsburg and Connellsville 7s, 1898, 83@84; Baltimore and Ohio, 169@173; do. 6s, 1875, 100½@100½; do. 1880, 100¾@101½; do., 1885, 102@103; Washington Branch, —@175; Northern Central, 33@33½; do. 6s, 1885, 92¾@93; do. 6s, 1877, 93@—; do. 1900, 90@91 do., 6s, 1900 gold, 91¼@91¼; N. W. Va. 3d mort., 1885, 93@98; Marietta and Cincinnati 1st pref., 18@18½; do. 2d pref., 12@12; do. 1st mort. 7s, 1892, 101¾@102; do. 2d mort., 7s, 92½@93; do., 3d mort., 8s, 74@74¼; Central Ohio, 42@43; do. pref., —@—; do. 1st mort., 90@90¼; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 99@100; do. 2d mort. guar., 98@100; do. 3d mort., guar., 99@100; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 90@95; Virginia and Tennessee 2d mort. 6s, 70@75; do. 3d mort. 8s, 78@80; Orange and Alexandria 1st mort. 6s, 90@91; do., 2d mort. 6s, 81@82; do., 3d mort. 8s, 81@82; do., 4th mort. 8s, 70@71; Orange, Alex. and Manassas 7s, 79½@80; Baltimore 6s, 1875, 101¼@102; do., 1884, 101@102; do. 1886, 101¼@102; do. 1890, 102@102¼; do., 1900, 100@101; do. 1902, 100½@101; do., 6s, exempt, 104@105; do. 5s, 80@90; Memphis City 6s, 40@43; Maryland Defense 6s, 1883, 107@108; do. 6s, 1890, 100@101; do. 6s, exempt, 107@108; do. 5s, 85@90; Virginia coupon 6s, old, 28@35; do. new, 30@40; do. consol. 6s, 52@52¼; do. coupons, 86@90; West Virginia, 9@9½; City Passenger R. R., 19@20; George's Creek Coal, 140@150; Atlantic Coal, 2.30@2.40; Santa Clara, 12.50@15.00; do. bonds, 16¼@18½; Canton Co., 55@70.

The Chicago and Northeastern Railroad Company has been organized at Lansing, Michigan, for the purpose of building a railroad, 47 miles long, from Lansing east by north to Flint, to connect the two divisions of the Chicago and Lake Huron. It is designed to begin work at once.

The work on the Southern Extension of the Chicago, Danville and Vincennes Railroad is progressing rapidly. It is now completed to Big Creek and is ready for iron as far as Hutonsville, 60 miles south of Terre Haute.

The earnings of the Ohio and Mississippi Railroad in August, 1874, were \$824,359 70, against \$306,560 77, in August, 1873—an increase of \$17,798 93, or 5¾ per cent.

Edmund S. Bowen, who has been appointed General Superintendent of the Erie Railway, was formerly General Superintendent of the Kansas Pacific Railway.

An immediate extension of the Shore Railroad from West Brighton, S. I., to Mariner's Harbor, is proposed.

The net receipts of the Philadelphia and Erie Railway for the first six months of the current year, as previously given, were \$265,054. The gross receipts for the month of July were \$313,615; the expenses for the month were \$231,291, leaving as net receipts for July \$82,323, which, added to the net receipts of the previous six months, makes the total net receipts for the seven months of the year \$347,378. The increase of net receipts in July last is \$51,991 in excess of those in corresponding month in 1873. The net earnings of the company for seven months of 1874 about equal the net earnings of the entire year of 1873.

The Springfield and Illinois Southeastern Railroad is to be sold at Springfield, Ill., September 15, under a decree of foreclosure of the first mortgage granted by the United States Circuit Court. The smallest bid which will be accepted is \$1,000,000, and payment must be made in cash, or in bonds *pro rata*, (that is each bond will be accepted only for such fraction of the purchase money as it forms of the whole issue of bonds.) The road is 228 miles long, from Beardstown, Ill., southeast through Springfield to Shawneetown on the Ohio. The first mortgage bonds outstanding amount to \$3,400,000.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 29, at 287,913 tons, and for the coal year 11,724,166 tons against 12,787,803 tons to corresponding time last year, being a decrease of 1,063,637 tons. The bituminous tonnage for the week is 79,174 tons, and for the year 2,202,129 tons, against 2,058,880 tons to same time last year, giving a total of all kinds for the week of 366,087 tons, and for the year of 13,926,295 tons, against 14,846,383 tons to same time last year, being a decrease of 920,188 tons.

The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in July, 1874, were \$141,539, the expenses \$88,174, and the net earnings \$53,365. In July, 1873, the earnings were \$159,174, the expenses \$109,148, and the net earnings \$50,026—showing a decrease in earnings of \$17,637, with a decrease in expenses of \$20,974, making an increase in net earnings of \$3,339.

The earnings of the Central Pacific Railroad in August, 1874, were \$1,301,000, against \$1,251,622 in August, 1873, and \$1,271,628 in August, 1872. For the eight months ending August 31, 1874, the earnings were \$8,911,903, against \$8,791,582 for the first eight months of 1873, and \$8,052,755 for the first eight months of 1872.

At a distance of thirty miles south of the Union Pacific Railroad, and 900 miles west of Omaha, a great hill of almost pure sulphur was discovered about two years ago. This is one of the most remarkable deposits of native sulphur in the world. It contains only fifteen per cent of impurities.

Since the 1st instant, the Terre Haute, Paris and Decatur Railroad has been operated by the Vandalia Line. D. Hitchcock has been appointed General Superintendent, H. W. Hubbard General Freight Agent, and C. E. Follett General Passenger Agent.

Texas Railroads.

Texas has just added another stretch to her railway facilities by opening ten miles of road from Gonzales, on the Gaudalupe, up that river into Caldwell county, with the promise of adding an equal amount this month. At Gonzales the road connects with the Houston, Columbus and San Antonio, that is incomplete. It is intended to continue the construction to Austin, on the projected Fulton and San Antonio road, connecting there with the Columbus. Harwood is to be the shipping point for Gonzales and much of Caldwell county, though Port Lavaca and Indianola are the contemplated points on the Gulf.

The Wilmington, Del., *Evening* says: "The Smyrna and Delaware Bay (or Boni-bay Hook) railroad is under execution, and the sheriff of Kent county will sell all the property on Thursday, 17th of this month, at the instance of several creditors. The sale will take place in Smyrna."

There is a movement for the extension of the Bethpage branch of Stewart's Central Railroad further north, so as to accommodate the farming interest of the neighborhood. Mr. G. D. Barton, Superintendent of the road, was in Farmingdale a day or two ago looking to the matter.

The Sandusky, O., *Register* says a rolling mill at Columbus has recently contracted to furnish a large amount of rails to a railroad company at \$52 a ton, which is said to be \$3 a ton less than the same quality of rails are quoted at in the English market.

The narrow gauge railroad will be completed from Galena to Plattsville this fall. The city and citizens of Galena have already invested nearly \$300,000 in the road, in grading and tunneling.

It is said that the contract for the extension of the railway in Halifax, N. S., has been awarded to Mr. McKeene of Moncton.

Railroad Law.

RAILROAD COMPANIES—IN WHAT MANNER SUBJECT TO LAW OF OTHER STATES THAN THOSE GRANTING THEIR CHARTERS.

The facts in the late case of *Milnor vs. N. Y. and N. H. R. R. Co.*, (53 N. Y., 363), are fully set forth in the following opinion of Chief Justice Church:

It is very clear, from the facts found by the Court, that the plaintiff has a good cause of action for the loss of the baggage of his assignor, and the only question is whether he has sued the right party. We have been asked to place the decision in favor of the defendant upon the ground that it is a Connecticut corporation, and that the Courts in that State have decided that it had no power to contract for carrying passengers and baggage or freight beyond the line of its road; and if such is deemed to be the contract in this case, it is *ultra vires* (22 Conn., 1,502; 33 id., 179.)

Although in the view we take of this case, it is unnecessary to pass upon this point, it is proper to suggest that, for obvious reasons, we should be disinclined to accede to this position. It is well settled in this State that a railroad corporation may bind itself, by contract, beyond its line. (45

N. Y., 514; 22 id., 269; 4 Seld., 17; N. Y., 306.)

When the defendant sought and obtained permission of the Legislature to continue its line and transact business in this State, it must be deemed as to its contracts made here, to possess the powers, and be subject to all the liabilities of similar corporations created by this State, as adjudicated by our courts. It should not be permitted to make a contract valid here and enforceable according to our decisions, and then, when its interests dictated, set up the decisions of Connecticut, holding a want of power as an excuse for its violation. All obligations of comity are fully discharged in permitting the defendant to build its road and transact its business in this State upon the same footing as like corporations created here. The decisions of Connecticut are exceptional to the general current of authority on this subject, and, in 33 Conn., 180, before cited, I infer from the opinion that the Courts in that State are contemplating the propriety of modifying their former decisions "for the sake of uniformity."

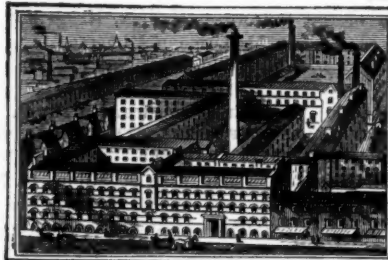
We must assume that the defendant has power to contract to carry the plaintiff's assignor and his baggage to Sheffield, which was off from their road and on the Housatonic railroad.

The precise question is whether the defendant did so contract, or rather whether the Court was putted facts that such a contract was not proved, justified in holding from the admitted and undisputed facts that the defendant received the usual fare from New York to Bridgeport on its road, and also the fare over the Housatonic road from Bridgeport to Sheffield, in one sum, and gave the person applying two tickets printed together, but easily detached, one purporting on its face to be the defendant's tickets from New York to Bridgeport, and the other the ticket of the Housatonic company from Bridgeport to Sheffield, the latter containing a notice to change cars at Bridgeport; and the defendant also checked the baggage to Sheffield with a check, a duplicate of which was delivered to the owner marked H. R. R., indicating that it was a check of the Housatonic Railroad. It appears, affirmatively, that the baggage was properly transferred by the defendant's employees at Bridgeport to the latter Railroad Company, and was destroyed while in its possession, under circumstances which render it liable for its value as a common carrier. The facts proved are not merely consistent with an agency on the part of the defendant to sell the Housatonic tickets, but we think they fairly imply such agency. The line was not a continuous Railroad route, the cars of the defendant did not pass over the Housatonic Road, and there was no fact proved tending to show that the defendant assumed to contract to Sheffield, except the sale of the separate tickets, the receipt of the fare and the use of the Housatonic check. The facts import an agency, and not a contract as principal, and the obligations of the parties are the same as though the tickets had been purchased at the offices of the respective companies. There was no community of interest between the two companies, and it does not appear that the defendant derived any pecuniary benefit from the transaction. The stipulation and finding is that the arrangement to sell tickets was for the mutual convenience of passengers and companies. It is obvious that the convenience of passengers would be promoted in

saving the care and trouble of rechecking baggage, and purchasing a ticket at Bridgeport, and some care and labor would be also saved by the companies. The finding of convenience repels the idea that the arrangement was for a pecuniary or other purpose. The inference is that the two companies exchanged tickets, and each sold as agent of the other, and furnished the other with checks to be used as occasion required. The circumstances that the tickets were printed upon the same paper does not change the presumption; that was formal and for mere convenience. The face of each ticket spoke for itself. One was the defendant's ticket, and the other was the Housatonic ticket, and persons purchasing such tickets would not infer that the defendant was operating the latter road, or had any other arrangement than an agency to sell tickets, and the use of a check of the latter Road would confirm rather than weaken the inference. If the check had been the defendant's, stamped from New York to Sheffield, there would have been force in the argument of the plaintiff's counsel likening it to a bill of lading issued by the defendant from the former to the latter place, but we do not intend to say what the legal effect would have been. We only intend to decide this case. The importance to the public of holding the first company liable was pressed upon us upon the argument. It was conceded that it is competent for one company to sell tickets as the agent of another, in which case the company selling would not be liable where it appeared, as in this case, that the injury was caused by the neglect of another company. We can see no propriety in straining the rules of law or overturning ordinary presumptions of fact upon the supposed ground that the public will be benefited thereby. It is conceded that a notice upon the ticket, that the defendant acted as agent in the sale of the Housatonic ticket, would have relieved it of responsibility. The effect, therefore, of a decision against it, instead of benefiting the traveling public, would only lead to a slight change in the form of the tickets.

The case of *Quimby v. Vanderbilt* (17 N. Y., 306) was very much relied upon by the counsel for the plaintiff. This court held in that case that separate tickets were not such contracts as precluded parol evidence that the contract was in fact entire. Denio, J., said, "They are quite consistent with a more special bargain," and added, "we do not say that the receiving of separate tickets for the different lines is not evidence of some weight upon the question whether the contract was entire, but we hold that it does not come within the rule which excludes parol testimony respecting a contract which has been reduced to writing." In that case there was positive evidence of a verbal contract from New York to San Francisco for a specified sum in gross, and there were various facts and circumstances tending to prove that the contract was entire on the part of the defendant. I agree that a contract might be shown independent of the tickets, and it would be competent to show that the tickets were delivered in pursuance of such contract, and it is unnecessary to say that the tickets would be inconsistent with proof of an entire contract. Here there was nothing proved but the sale of the tickets, the use of the check, and the receipt of the

money; and in holding that, from these facts, and that the arrangement was for convenience, the presumption is an agency to sell the Housatonic tickets, we do not collude with anything said or decided in the case referred to. In the case of *Hart v. The Rensselaer and Saratoga R. R. Co.*, (8 N. Y., 37), the defendant was the last of three connecting railroads between Whitehall and Troy, and was held liable upon the ground that the defendant's agents received the baggage at Whitehall and had charge of it through to Troy. The separate tickets were not material. In *Weed v. Saratoga and Schenectady R. R. Co.* (19 Wend., 534), the defendant contracted to Albany and ran its cars the whole distance, but a part of the way over the Mohawk and Hudson River railroad. In *Cary v. Cleveland and Toledo Railroad Company* (29 Bart., 35), where the circumstances were similar to those in this case, the Court held, upon the point as to a thorough contract, that it was a question of fact for the Jury and as no request was made to submit it, the decision of the Court was not erroneous. In the recent case of *Burnell v. The N. Y. C. R. R. Co.* (45 N. Y., 184), the ticket and check were from Palmyra to New York, and the contract was therefore held to be a through contract and the defendant liable for the negligence of the Hudson River Railroad Company. Each case must depend upon its own facts, but I have been unable to find any authority in this country which holds that the facts in this case constitute in law a contract on the part of the company selling the tickets for the entire route. The decided tendency of the authorities is the other way. (*Knight v. Portland S. and P. R. Co.*, 56 Maine, 234; *Brooke v. Grand Trunk R. Co.*, 15 Mich., 332; *2 E. D. Smiths*, 184; *Root v. Great Western R. Co.*, 45 N. Y., 524).



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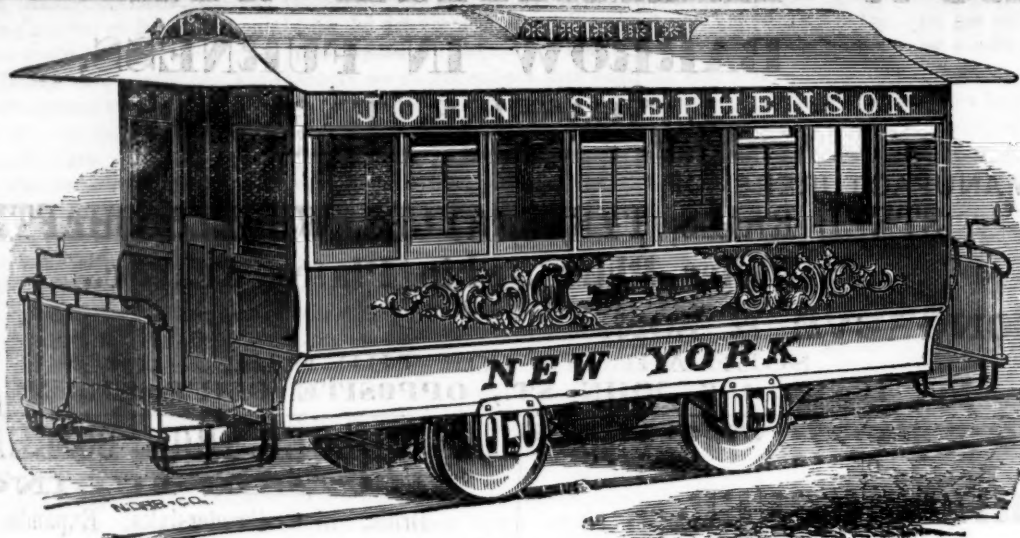
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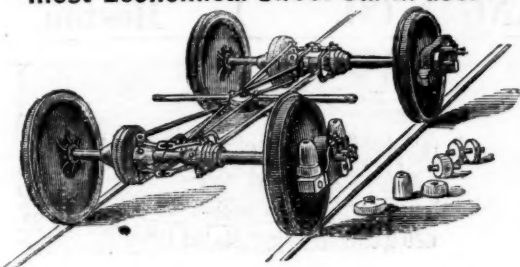
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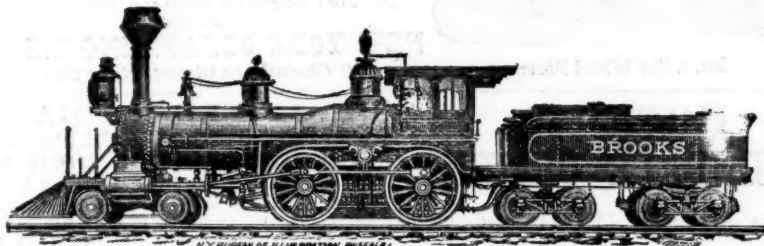
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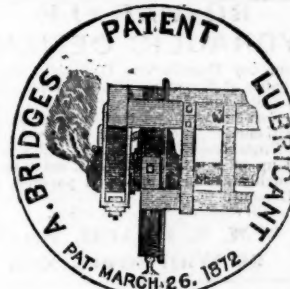
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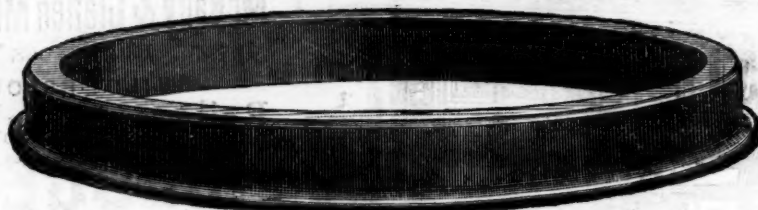
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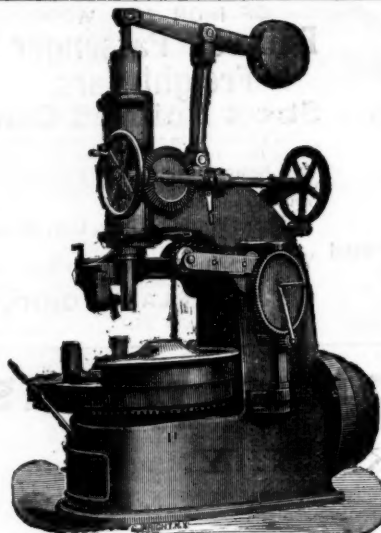
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